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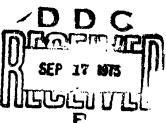
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FA-TT-75005

ON THE ACCURACY OF FLECHETTES BY DYNAMIC WIND TUNNEL TESTS, BY THEORY AND ANALYSIS, AND BY ACTUAL FIRINGS

January 1975

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Munitions Development & Engineering Directorate

U.S. ARMY ARMAMENT COMMAND FRANKFORD ARSENAL PHILADELPHIA, PENNSYLVANIA 19137

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The accuracy and dispersion of flechettes are investigated 1) by an exploratory firing program, 2) by a supersonic dynamic testing wind tunnel program, 3) by development of a theory for jump and dispersion for computer computation and analysis and 4) by precision range firings at Frankford Arsenal.

The exploratory firing program reveals the importance of fin and body damage, the blast region, and saboting. The dynamic wind tunnel program

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yields the static and dynamic aeroballistic stability coefficients on various flechette designs. The theory and analysis program has presented the effects of the initial launching conditions, the various stability coefficients and asymmetries and has provided accuracy criteria. Lastly, the flechette firing range program provided a correlation between theory and experiment which clearly suggests that high accuracy and low dispersion in flechettes is possible when optimum aerodynamic design is coupled with good saboting and minimization of blast.

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#### INTRODUCTION

The backbone of ballistics has been the spin stabilized projectile. Virtually, all ordnance from small arms to artillery has almost exclusively utilized the spin stabilized projectile over the last century. Its predecessor was the cannonball and spherical shot. Just as the elongated spin stabilized projectile yielded a marked improvement over the less efficient cannonball, so also fin stabilized ammunition offers great aeroballistic improvements over the spin stabilized projectile. It has only been in recent years that the fin stabilized projectile has come under serious consideration. Some success was achieved by the Germans during World War II with Naval projectile artillery, During the Korean War fin stabilized anti-tank ammunition was introduced which improved the effectiveness of the shape change because of its low spin. In recent years the accuracy of fin stabilized projectiles has improved due to the application of the Tricyclic Theory, the use of dynamic supersonic wind tunnel tests, and improved launching techniques. Because of their small size and the desire for very inexpensive manufacture, the flechette has not received the careful attention that it requires to achieve high accuracy. It is essential that manufacturing techniques, saboting techniques, launching techniques, blast suppression techniques, optimized aeroballistic design procedures, dynamic wind tunnel tests, accuracy theory studies, computer analysis, and precision firings all be undertaken and optimized to achieve good flechette accuracy and low dispersion.

The purpose of this study is to explore flechette design and performance with a view towards achieving high accuracy and low dispersion. Specifically, exploratory firing programs were carried out by Frankford Arsenal, by the Ballistics Laboratories and by the University of Notre Dame. The results of the Notre Dame Flechette Firing Program are summarized in Appendix A.

A dynamic wind tunnel testing program was also carried out by the university on various flechette designs so as to determine the essential static and dynamic aeroballistic stability coefficients. The results of this dynamic wind tunnel program are summarized in Appendix B.

Of particular importance is the development of a computer theory for flechette flight performance, accuracy and dispersion. This theory together with an extensive computer analysis is given in Appendix C. Finally, flechette firings were carried out in the precision range at Frankford Arsenal and a correlation of theory and experiment is also provided in Appendix C. along with a physical evaluation of dispersion.

Based on the theory, sabot design and lan cher changes were made in order to reduce the values of those parameters which affect dispersion. A second series of firings were conducted and the analysis of the results is provided in Appendix D.

## DISCUSSION

Exploratory Flechetta Firing Program

The exploratory flechette firing program both at Frankford Arsenal and at the university have provided an opportunity to measure flechette spin, to measure flechette accuracy and dispersion, to identify fin damage and body damage due to stripper, to provide an approximate measure of dynamic stability at long range, to provide a first hand appreciation of the strong blast region and to concentrate on sabot design, separation, and transition all as affecting flechette flight performance and accuracy.

In addition a transition ballistic range was set up and optimized at Frankford Arsenal to obtain initial condition data using flash x-ray photography. A complete description of the set-up is provided in Appendix C.

BRL conducted free flight tests in their transonic Spark Range to obtain aerodynamic data on the various flechettes under consideration. These data were used in the preliminary development of the dispersion theory and are compared with the wind tunnel results in Appendix B.

Dynamic Supersonic Wind Tunnel Tests of Four Flechette Configurations

In order to obtain both static and dynamic wind tunnel data on flechette configurations, special tests were carried out at the University of Notre Dame which utilizes its unique vertical down flow supersonic wind tunnel and utilizes its one-degree-of-freedom pitching dynamic support instrumentation. Four flechette configurations were constructed and tested. The data from these dynamic tests was measured on a photo-comparator and reduced and fitted by using the Wobble program. The Notre Dame data on  $C_{M_{\alpha}}$  and  $C_{M_{\dot{\alpha}}} + C_{M_{\dot{\alpha}}}$  is in good agreement with the data obtained by the Ballistic Research Laboratory at small angles of attack and small mach numbers. At the larger angles of attack, the Notre Dame data is as much as four times larger as the BRL data in damping and as much as two times uncovered in the dynamic wind tunnel tests are of considerable importance in evaluating flechette flight performance and in evaluating flechette accuracy and dispersion. No wind tunnel data was obtained on the important Magnus moment. This omission is considered extremely serious and it is recommended that future studies be carried out in

this area. It is also recommended that the aerodynamic characteristics of the different flechette designs be evaluated with a view towards improvement in performance and accuracy.

Preliminary tests were carried out in obtaining the rolling motion of flechettes at the various angles of attack and in obtaining three-degrees-of-freedom wind tunnel tests where models were able to freely pitch, yaw, and roll. The exploratory rolling tests were carried out in the supersonic wind tunnel at Picatinny Arsenal. Good success was obtained on the basic configuration at small angles of attack. At the large angles of attack the sting support mechanism bent and thus had to be redesigned. These rolling tests have demonstrated that it will be quite possible to obtain excellent free rolling motion performance of flechettes at small and large angles of attack using instrumentation at Picatinny Arsenal.

Three-degree-of-freedom dynamic wind tunnel tests were explored in a preliminary way in the Notre Dame vertical down supersonic wind tunnel. In these tests the model was able to freely pitch and yaw and the afterbody with fins was able to roll freely. The fore-body however did not roll. The tests were of marginal success but suggested that complete success could be achieved with more effort. It is specifically suggested that the new 3-D testing procedures originally explored at Notre Dame be continued in the Picatinny Arsenal and/or the BRL wind tunnels.

It should be emphasized that the nonlinear aeroballistic dynamic stability coefficients obtained in the Notre Dame program represent a major finding which was extensively utilized in the performance analysis and accuracy computations. It is considered essential that all future flechette designs undergo complete dynamic wind tunnel testing and range firings in order to permit accurate computations of the true dynamic flight performance, accuracy and dispersion of flechettes.

Dispersion Theory of High Fineness Ratio, Cruciform Fin Bodies

A complete jump and dispersion theory is setforth for the free flight performance of flechettes. The six-degree-of-freedom equations of motion are coded for various computer computations which indicated that the flechette accuracy theory accurately predicts the jump and dispersion of flechettes.

In order to determine realistic values for the initial conditions of flight and for the actual dispersion of flechettes, test firings are carried out in order to obtain special experimental data. The raw experimental data is fitted by the least squares method and thereby placed into the form of initial flight conditions. These initial conditions are then applied to the theory. Six-degree-of-freedom numerical computations are used to evaluate the dispersion of eight test rounds. The good agreement between the theory and test firing results indicate that the methods of data analysis and the flechette accuracy theory together provide a precise means of predicting the dispersion of flechettes.

The analysis of the firing data indicates that the large initial conditions of flechette flight result from a strong impulse imparted to the flechette in the muzzle blast regime. It is found that if the transverse impulse imparted to the flechette is equal to an opposite angular impulse then the dispersion will be zero. Since these two impulses rarely balance and always exist, flechette dispersion is generally large. However, by controlling sabot design and muzzle blast, the transverse and angular momentums can be reduced and partially balanced thereby yielding excellent accuracy and low dispersion.

Of particular importance is the invalidation of the classical maximum yaw theory long used in exterior ballistics.

More specifically the complete jump and dispersion theory for flechettes has been reduced to three governing equations which represent flechettes having high, low and very low roll rates. These three theories were found to be accurate by evaluation against six-degree-of-freedom, numerical computations of the equations of motion. It was found therefore that they accurately predict the jump and dispersion of flechettes.

The computer program undertaken to evaluate the flechette accuracy theory includes 201 special case runs carried out in four parts. The first part validates the theory with respect to the aerodynamic restoring and damping moments. The effect of these moments on dispersion was found to depend on the initial conditions.

The second part validated the theory with respect to the aerodynamic Magnus force and moment. The effects on dispersion were found to be

very small and of no consequence unless the total dispersion of a particular round was of the same order of magnitude as a Magnus effect.

The third part validated the theory with respect to aerodynamic asymmetries (mass asymmetry, inertia asymmetry, etc.) and roll rate. All three theories were found to be validated in this phase and found to be quite accurate. Aerodynamic asymmetries causing a trim of 1° have little effect on the dispersion of fast rolling flechettes. Slower rolling flechettes were found to have in general increasingly large dispersion values as the roll rate decreased. It can be concluded that for flights which are prone to aerodynamic asymmetry and fin damage, a high roll rate is essential to low dispersion and increased accuracy.

The fourth part validates the theory with respect to gravity. The theory indicates a lateral contribution to dispersion from gravity in addition to the vertical contribution. However, for the flechette this lateral contribution was found to be minimum.

In general, the agreement between the flechette accuracy theory and the computer computations were excellent and account for the effect of the initial launching conditions as well as the static and dynamic stability coefficients and asymmetries. Further, simple equations are given in order to achieve the desired accuracy and optimization.

## SUMMARY

By an exploratory firing program, by a supersonic dynamic wind tunnel testing program, by the development of an accuracy theory for jump and dispersion, by computer computations and analysis, and by precision range firings at Frankford Arsenal, flechette accuracy and dispersion is explained, evaluated and improved.

The firing program revealed the importance of fin and body damage, the blast region and saboting. The dynamic wind tunnel program yielded values for the important static and dynamic stability coefficients. The flechette accuracy theory was confirmed by numerical integration of the 6-D equations on the high speed computer where the effects of initial conditions, stability coefficients and asymmetries was revealed and evaluated. Finally, by a flechette firing program in the new Frankford Arsenal Ballistics Range, excellent correlation between theory and experiment for flechette accuracy was obtained.

#### APPENDIX A

#### EXPLORATORY FLECHETTE FIRING PROGRAM

Two flechette firing programs were carried out at the University of Notre Dame. The first program was carried out in the Army Firing Range located under the football stanus in the Rockne Stadium. In these first firing tests the actual flechette and its sabot were fired at full hypersonic velocity using a mann barrel with sabot stripper. The firings were carried out with the assistance of technical personnel from Frankford Arsenal and under the direct supervision of Army ROTC personnel stationed on the campus and responsible for the Firing Range. These firings revealed two very important discoveries. By firing through light drawing paper yaw cards and by examining the impression left by the passage of the flechette, it was possible to obtain a positive confirmation that the fins were being seriously damaged and/or bent by the stripper. This finding was transmitted to the cognizant Frankford Arsenal personnel where suitable corrective changes were initiated and finalized thereby eliminating the problem of fin damage.

The second major finding of the first flechette firing program, insofar as university investigators were concerned, was the recognition of the tremendously intensive and long muzzle blast regime. While a standard 22 projectile is fired in the range with little noise and little blast, the flechette system of basically the same weight but fired at large velocity yields a

tremendous concussion and a tongue of fire, blast and flame stretching some 3-4 feet. The importance of the recognition of the strong blast region lies in its effect in disturbing the flechette at launch and thereby contributing to inaccuracy.

The first firing program therefore revealed fin damage due to sabot strippers and a large blast region which contributed to jump and inaccuracy.

The second flechette firing program carried out at the university utilized an air gun in simple subsonic launchings. The range setup is shown in Figure 1. The purpose of this special firing setup was to explore various saboting techniques. In this program sabots of both pusher design and puller designs were investigated. Also body inset sabot designs were studied, see Figure 2. Representative target data is illustrated in Figure 3 where effects of sabot designs are clearly evident. Various flechette and sabot designs are shown in Figures 4 and 5.

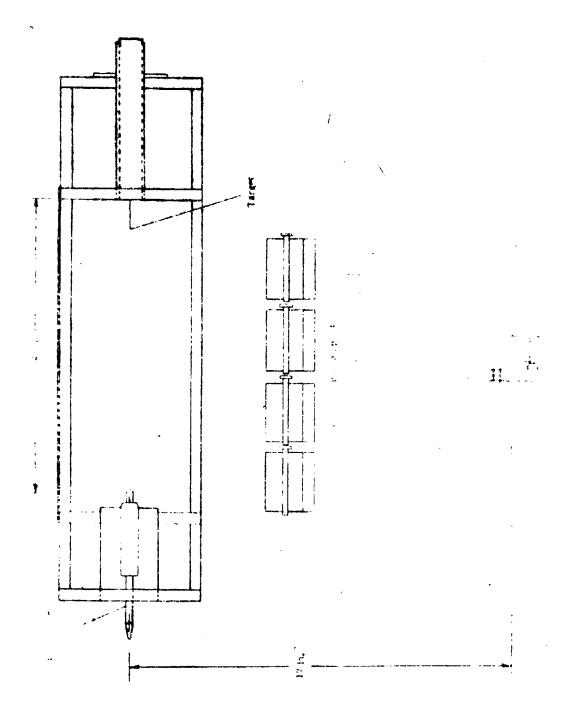


Figure 2. Flechette Sabot Designs

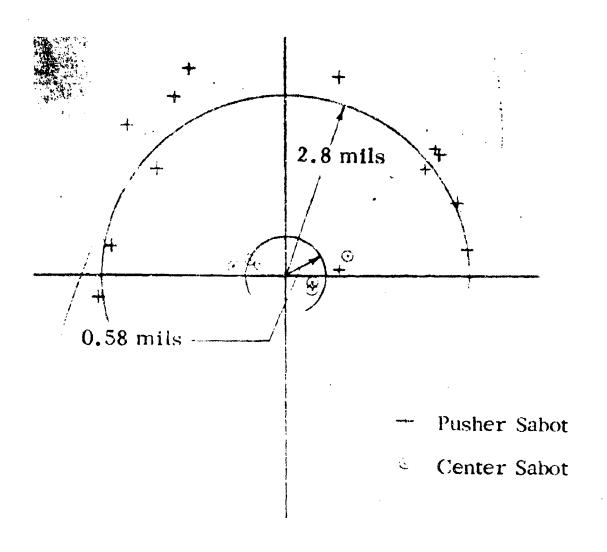


Figure 3. Comparison of Pusher and Center Sabot Results Flechette Testing

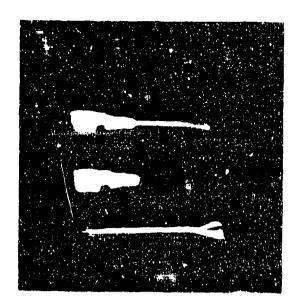
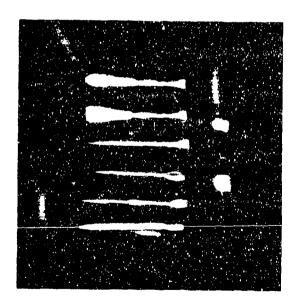


Figure 4. Producibility Sabot - R & D Flechette



5. Various Puller and Pusher Sabots and Flechette Configurations

## APPENDIX B

# DYNAMIC SUPERSONIC WIND TUNNEL TESTS OF FOUR-FLECHETTE CONFIGURATIONS

## DYNAMIC SUPERSONIC WIND TUNNEL TESTING\*

# ABSTRACT

The linear values of the static pitching moment stability coefficient,  $C_{M_{\mbox{\scriptsize q}}}$ , and the damping moment stability coefficient,  $C_{M_{\mbox{\scriptsize q}}}+C_{M_{\mbox{\scriptsize \'{}}}}$ , are determined versus angle of attack for four flechette designs. The program is carried out in a vertical supersonic wind tunnel using a one-degree-of-freedom dynamic testing technique. This method allows the model to go through free one-degree-of-freedom angular oscillations. Stability parameters are extracted from a film record of this motion and the stability coefficients are computed using the WOBBLE computer program. Good repeatability of the results is shown for low angle of attack.

<sup>\*</sup>Prepared by Michael Garsik.

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## LIST OF SYMBOLS

a Local speed of sound (feet/second)

a<sub>T</sub> Total speed of sound (feet/second)

C<sub>M</sub>. Static pitching moment stability coefficient (rad<sup>-1</sup>)

$$C_{M_{\alpha}} = \frac{M_{\alpha}^{\alpha}}{\alpha \, QSd}$$

C<sub>M</sub> Damping moment stability coefficient (rad<sup>-1</sup>)

$$C_{M_q} = \frac{M_q q}{QSd \frac{qd}{2V}}$$

 $C_{M\dot{\alpha}}$  Damping moment stability coefficient due to aerodynamic lag (rad<sup>-1</sup>)

$$C_{M_{\dot{\alpha}}} = \frac{M_{\dot{\alpha}} \dot{\alpha}}{QSd \frac{\dot{\alpha}d}{2V}}$$

 $C_{M_{\delta}}$  Aerodynamic asymmetry moment stability coefficient (rad<sup>-1</sup>)

$$C_{M_{\delta_{\epsilon}}} = \frac{M_{\delta_{\epsilon}} \delta_{\epsilon}}{\delta_{\epsilon} \text{ QSd}}$$

d Reference length, missile diameter (ft.)

 $I = I_y = I_z$  Pitching moment of inertia (slugs/feet<sup>2</sup>)

 $K_{1,2}$  Amplitude of nutation and precession arms (rad)

K<sub>3</sub> Trim mode (rad)

L, M, N Moments about X, Y, Z aeroballistic axes (ft-lb)

M<sub>q</sub> Pitching moment derivatives (ft-lbs/rad)

 $ext{M}_{lpha}^{m{\cdot}}$  Damping moment derivative due to aerodynamic lag (ft-lbs sec/rad)

# LIST OF SYMBOLS (continued)

$M_{\mathbf{q}}$	Damping	moment	derivative	(ft-lbs	$sec/rad^2$ )
~``^a		***		(	~/ <i>,</i>

$$M_{\pmb{\delta_{\pmb{\epsilon}}}}$$
 Asymmetry moment derivative (ft-lbs/rad)

Q Dynamic pressure 
$$Q = \frac{1}{2} \rho U^2 (lb/ft^2)$$

S Reference area, 
$$S = \frac{\pi d^{11}}{4}$$
 (ft<sup>2</sup>)

$$\theta, \psi, \phi$$
 Euler angles (rad or deg)

$$\rho$$
 Air density (slugs/ft<sup>3</sup>)

$$\lambda_{1,2}$$
 Damping rate (rad/sec)

$$\gamma$$
 Ratio of specific heats,  $\frac{c_p}{c_v}$ 

#### INTRODUCTION

With the advent of more advanced analysis techniques 1 today's aerodynamicist has the power to achieve a better understanding of the free flight performance of a flight vehicle. Data such as angular motion, jump angle and dispersion can now be extracted from free flight data and studied 2 so that previously undetected instabilities and design failures can be corrected. Obviously from this there arises a clear need for development of free flight simulations. 3,4 The random method used in trying to solve the problems of stability and flight performance would prove dangerous and costly if full scale flight tests were conducted. It would be much cheaper and safer to experiment with new designs on models of the actual configuration. This presents the problems of simulating free flight motions so that data can be extracted and the new designs evaluated just as if the test were conducted on a full scale model in free flight.

Ballistic range firings was one of the initial attempts at a flight simulation technique. It involved taking photographs at various stations along a firing range of a model that had been launched from a gun. Because of the limitations on the types of motion that could be observed, the lack of control of initial conditions, and other limiting factors, it soon became apparent that a more sophisticated method of simulation was necessary. Attention was turned to the wind tunnel.

Attempts to study the angular motions of flight vehicles in the wind

tunnel began by mechanically reproducing them. This technique ran into several problems, in particular separating the driving mechanism response from the aerodynamic response and the fact that the technique is limited in that a mechanical response, rather then a free one, to the flow field is used. In recent years the most successful wind tunnel simulation technique, dynamic wind tunnel testing, has been developed. Actually there are several types of dynamic wind tunnel testing. The free flight angular oscillation method exhibits complete six-degree-of-freedom motion and needs no external support system, however certain limitations to this technique do exists. The duration of the simulation is restrictive hence length of the "flight" is very short. Also, a lack of control of initial conditions prohibits the study of particular flight modes. Another method, that of constrained angular oscillations, eliminates these disadvantages at the expense of introducing new ones. The most predominate disadvantage is the interference effects of the support system on the response of the model to the flow field. This assumes that the problem of building an adequate support system can be solved. It is important to have control over the initial conditions and the length of the simulation run in order to simulate the free flight angular motions in the wind tunnel. Of course, the choice of which method to use depends on the careful consideration of the problem at hand and the experimental limitations which could be allowed and not interfere with the test being carried out.

With regard to the constrained angular oscillation technique and its use in the superso ic wind tunnel, several methods have been

developed. The gas bearing system is one that is ideally suited to the study of low fineness ratio, non-finned bodies such as projectiles. It does not lend itself to the study of high fineness ratio finned bodies quite as well. One of the drawbacks of this technique is the high cost of construction and maintenance of the system. The jewel bearing support system has been utilized in supersonic wind tunnel testing to observe the rolling motion of various models of flight vehicles. Such a system has been successfully employed in determining the roll damping moment and induced roll moment stability coefficients for different flight configurations.

This investigation is intended to determine the linear pitching moment and damping moment stability coefficients of four flechette configurations in a supersonic regime. The study was conducted under a contract awarded to the Department of Aerospace and Mechanical Engineering at the University of Notre Dame by Frankford Arsenal, Philadelphia, Pa. The contract deals with a study of the jump angle and dispersion of the flechette configurations. An underlying intent will be to document the constrained angular oscillation technique used in the supersonic wind tunnel tests.

In order to study the performance of the flechette configurations and to be able to predict their flight path, a basic understanding of the stability of the rounds must be obtained. Adequate stability prediction requires that techniques of flight simulation be used which will produce continuous results for supersonic conditions.

The actual steps taken in developing such a program of dynamic wind tunnel tests were: 1) adapting the one-degree-of-freedom free oscillation technique to the supersonic wind tunnel; 2) recording the one degree of freedom angular oscillations of the models in the supersonic wind tunnel by high speed photography techniques; 3) reducing the motion of the models to numerical values of angle of attack; 4) fitting the Aeroballistic Theory to the angular data obtained to determine the stability parameters  $K_{N,P}$ ,  $\lambda_{N,P}$ ,  $\omega_{N,P}$ ; 5,6 5) computing the aerodynamic stability coefficients from Linear Theory using the stability parameters, model parameters, wind tunnel Mach number and density; 6) analyzing the interference of the support system by checking the repeatability of results.

To accomplish the goals set down a unique method of supporting the pure pitch flechette models are utilized. It involved suspending the model in the test section of the University of Notre Dame's vertical supersonic wind tunnel and allowing it to go through free one-degree-of-freedom oscillations. The low friction in the system allowed continuous motions to be obtained and recorded and the stability coefficients to be extracted from the angular data.

#### AEROBALLISTIC THEORY

# Axis Systems

Two basic axis systems are used. The space fixed axis system (Figure 1) is the system in which the data is recorded. The aeroballistic axis system (Figure 2) is the system in which the equations of motion are expressed. By choosing the x-axis of the space fixed system to coincide with the velocity vector the data is made directly compatible to the equations of motion. From Figures 1 and 2 it is seen that  $\theta = \alpha$  and  $q = \dot{\theta}$ . Care must be taken in extending this comparison beyond this point.

The linear theory for a missile constrained at its center of gravity for one-degree-of-freedom pure pitching is as follows.

# Linear Theory

In the development of the Linear Theory several assumptions are made:

- 1. Aerodynamic coefficients are constant
- 2. Velocity and density are constant
- 3. All angular motions except roll are small enough that the small angle approximations may be used:

$$\sin x = \tan x = x$$

$$\cos x = 1$$

4. The missile has mirror symmetry and trigonal or greater rotational symmetry.

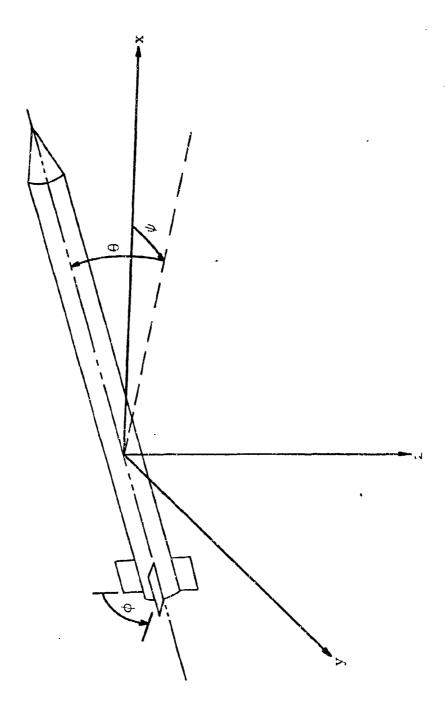


Figure 1. Space Fixed Axis System

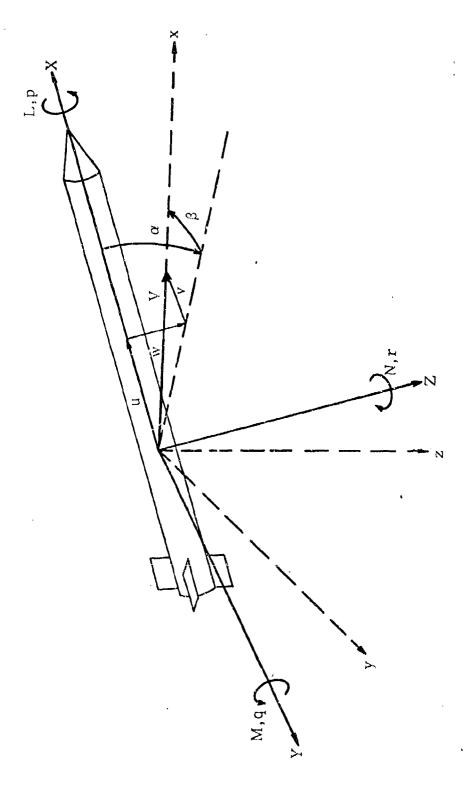


Figure 2. Aeroballistic Axis System

The fundamental differential equation of motion for the rotational motion is

$$M = I\ddot{\theta}$$
 (1)

The sum of the acting aerodynamic moments, shown in Figure 3, which are assumed to vary linearly with angle of attack is

$$M = M_{\alpha}^{\alpha} + M_{q}^{\alpha} + M_{\dot{\alpha}}^{\dot{\alpha}} + M_{\delta_{\epsilon}}^{\delta_{\epsilon}}$$
 (2)

where

$$M_{\alpha} = C_{M_{\alpha}} \frac{1}{2} \rho U^{2} Sd$$

$$M_{q} = C_{M_{q}} \left[\frac{d}{2u}\right] \frac{1}{2} \rho U^{2} Sd$$

$$M_{\dot{\alpha}} = C_{M_{\dot{\alpha}}} \left[\frac{d}{2u}\right] \frac{1}{2} \rho U^{2} Sd$$

$$M_{\delta_{\epsilon}} = C_{M_{\delta_{\epsilon}}} \frac{1}{2} \rho U^{2} Sd$$

$$M_{\delta_{\epsilon}} = C_{M_{\delta_{\epsilon}}} \frac{1}{2} \rho U^{2} Sd$$
(3)

Because of the selection of the particular axis systems and their orientation, Equation 1 can be rewritten as

$$M = I \ddot{\alpha} \tag{4}$$

Equation 2 can be rewritten as

$$M = M_{\alpha}\alpha + M_{\alpha} + M_{\dot{\alpha}} + M_{\dot{\delta}_{\epsilon}} \delta_{\epsilon}$$
 (5)

Combining Equations 4 and 5 and rearranging

$$\ddot{\alpha} - \left[ \frac{M_q + M \ddot{\alpha}}{I} \right] \dot{\alpha} - \left[ \frac{M_{\alpha}}{I} \right] \alpha = M_{\delta_{\epsilon}} \delta_{\epsilon}$$
 (6)

and

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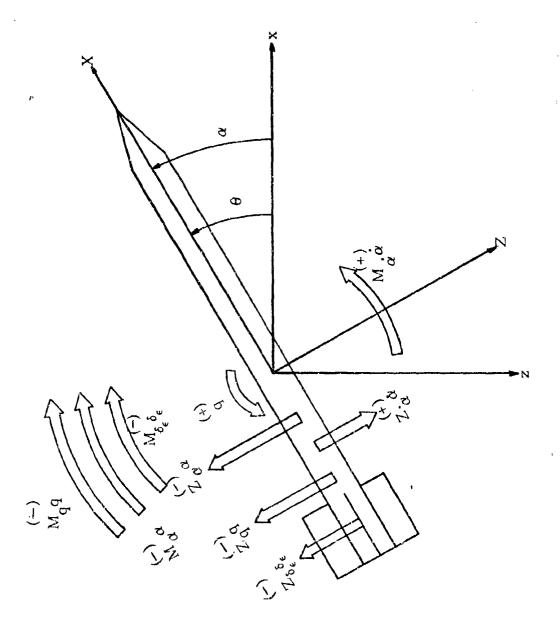


Figure 3. Static and Dynamic Fluid Forces

$$\alpha + N_1 \dot{\alpha} + N_2 \alpha = N_3 \tag{7}$$

where

$$N_{1} = -\left[\frac{M_{q} + M_{\dot{\alpha}}}{I}\right]$$

$$N_{2} = -\left[\frac{M_{\alpha}}{I}\right]$$

$$N_{3} = \left[\frac{M_{\delta} \delta_{\epsilon}}{I}\right]$$
(8)

Solving for the homogeneous solution to Equation 7 assume a solution of the form

$$\alpha = Ke^{\phi t} \tag{9}$$

Differentiation of this yields

$$\dot{\alpha} = \phi \, \mathrm{Ke} \, \phi^{\mathrm{t}} \qquad \qquad \dot{\alpha} = \phi^{2} \, \mathrm{Ke} \, \phi^{\mathrm{t}} \qquad (10)$$

Substitute Equation 9 and 10 into the homogeneous form of Equation 7

$$\phi^{2} K e^{\phi t} + N_{1} \phi e^{\phi t} + N_{2} e^{\phi t} = 0$$

$$\phi^{2} + N_{1} \phi + N_{2} = 0$$

which has a solution of the form

**(**:

$$\phi_{1,2} = -\frac{N_1}{2} \pm \frac{1}{2} \sqrt{N_1^2 - 4N_2} \tag{11}$$

For missiles in air the assumption that the products of stability derivatives are negligible when compared to themselves (i.e.  $N_1^2 << N_2$ )

can be made. This is generally a good assumption and will be made here. Hence Equation 11 can be written

$$\phi_{1,2} = -\frac{N_1}{2} + i \sqrt{N_2}$$

$$= \lambda_{1,2} + i \omega_{1,2}$$
(12)

The homogeneous solution has the form

$$\alpha = K_1 e^{(\lambda_1 + i\omega_1)t} + K_2 e^{(\lambda_2 - i\omega_2)t}$$
(13)

where

1

$$\lambda_1 = \lambda_2 \approx \left[\frac{\mathrm{d}}{2\mathrm{u}}\right] \frac{1}{2} \rho U^2 \mathrm{Sd} \frac{\mathrm{C}_{M_q} + \mathrm{C}_{M_{\tilde{\boldsymbol{\alpha}}}}}{2\mathrm{I}}$$
 (14)

$$\omega_{1} \approx \left[ \frac{C_{M_{\alpha}}}{I} \frac{\frac{1}{2} \rho U^{2} Sd}{I} \right]^{1/2}$$
 (15)

$$\omega_{2} = \left[\frac{C_{\text{M}} \alpha}{I} \frac{\frac{1}{2} \rho U^{2} \text{ Sd}}{I}\right]^{1/2}$$
(16)

and

$$C_{M_{\alpha}} \approx -\frac{2 I \omega^2}{\rho U^2 S d}$$
 (17)

$$(C_{M_q} + C_{M_{\alpha}}) \approx \frac{81\lambda}{\rho \cup Sd}$$
 (18)

Solving for the particular part of the solution of Equation 7 consider the steady state case of no pitching, Equation 7 would be

$$N_2 \alpha = N_3$$

$$\alpha = \frac{N_3}{N_2} = -\frac{M_{\delta_i} \hat{o}_{\epsilon}}{M_{\alpha}} = K_3$$
(19)

This is the particular part of the solution of Equation 7. The complete solution is

$$\alpha = K_1 e^{(\lambda_1 + i\omega_1)t} + K_2 e^{(\lambda_2 + i\omega_2)t} + K_3$$
 (20)

where  $\ensuremath{\mbox{K}}_1$  and  $\ensuremath{\mbox{K}}_2$  are found from initial conditions and are

$$K_{1,2} = \frac{\dot{\alpha}_0 - \phi_{2,1} \alpha_0}{\phi_{1-2} - \phi_{2,1}} + \frac{\phi_{2,1} K_3}{(\phi_{1,2} - \phi_{2,1})}$$
(21)

Since the magnitudes of  $\phi_1$  and  $\phi_2$  are always equal and  $\mathrm{K}_3$  is constant

$$K_1 = K_2 = K$$

Since

$$i\omega t$$
 $e = \cos \omega t + i \sin \omega t$ 

Equation 19 can be written as

$$\alpha = 2Ke^{\lambda t}\cos\omega t + K_3$$

or in a more general form

$$\alpha = K_0 e^{\lambda t} \cos(\omega t + \delta) + K_3$$
 (22)

where

$$K_0 = 2K$$

Equation 22 is the basic modal which will be used to fit the one-degree-of-freedom data. A physical representation of what Equation 22 means and how it reduces the Tricyclic Theory to a pure pitching motion case is shown in Figure 4. The two arms  $K_1$  and  $K_2$  have been replaced by a single arm of length K where  $K=K_1+K_2$ . This arm is rotating at a rate  $\omega=\omega_1$  and has an initial orientation of  $\delta=\delta_1$ . The cosine function projects this arm onto the vertical axis of the aeroballistic axis system to give values of  $\theta$ . This "projection" follows the pure pitching of the model as if it would look when observed from the rear.

#### Computation of Aerodynamic Stability Coefficients

To fit Equation 22 to the angular oscillation data the WOBBLE computer program was used. This program fits the theory to short segments of the data in overlapping pieces so that the stability parameters  $\lambda_1$ ,  $\omega_1$  and  $K_1$  are determined as functions of time.

## Computation of Linear Coefficients

Using the velocity and model parameters (Appendix A) along with  $\lambda_1,\ \omega_1\ {\rm and}\ K_1\ \ {\rm the\ pitching\ moment\ stability\ coefficient,\ } C_{M_{\alpha}}^{\phantom{M_{\alpha}}},\ {\rm and\ the\ damping\ moment\ stability\ coefficient,\ } (C_{M_{\dot{q}}}^{\phantom{M_{\dot{q}}}} C_{M_{\dot{\alpha}}}^{\phantom{M_{\dot{\alpha}}}}),\ {\rm were\ computed.}$  Equations 17 and 18 were used to compute these coefficients as functions of time.

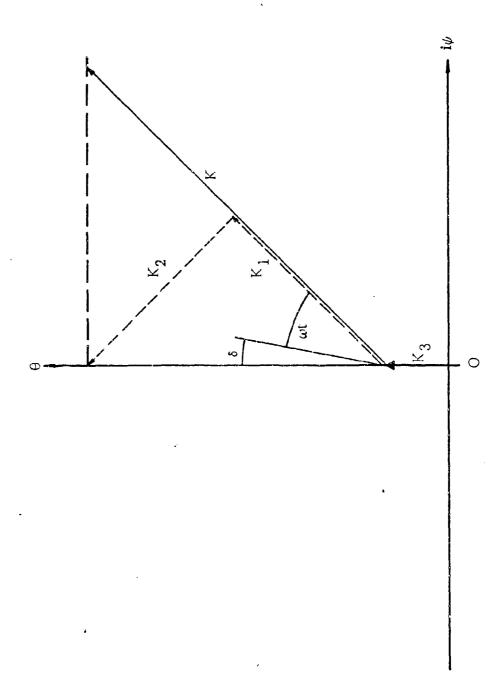


Figure 4. Single-Degree-of-Freedom Motion

### Experimental Technique

Four different configurations were tested, the Ground Point, Olin, Swaged Point, and Tracer. Schematic representations of the model configurations are given in Figures 5, 6, 7, and 8 respectively.

One-Degree-of-Freedom Wind Tunnel Test Procedures

All of the tests were carried out in the University of Notre Dame's vertical supersonic wind tunnel shown in Figure 9. This wind tunnel features a vertical test section fitted with interchangeable steel and glass walls. A steel wall was used on one side to give maximum support to the model support system and a glass wall was used on the other side to allow observation of the models. The basic idea behind the support system is shown in Figures 10, 11, 12 and 12a.

To mount the model in the tunnel the following system was used. A length of piano wire 0.030" in diameter was inserted through the hole in the glass wall and into a syringe tube. The purpose of the two syringe tubes, one on each side of the model, was to insure that the model would remain in the center of the wind tunnel test section after it was released and allowed to oscillate. After running the wire through the first syringe tube, it was pushed through a small hole 0.040" in diameter drilled perpendicular to the longitudinal axis at the center of gravity of the model. The wire was then pushed through the second syringe tube and guided out of the test section through a hole in the steel wall. The wire was secured outside the wind tunnel test section by a system shown in Figure 11. On

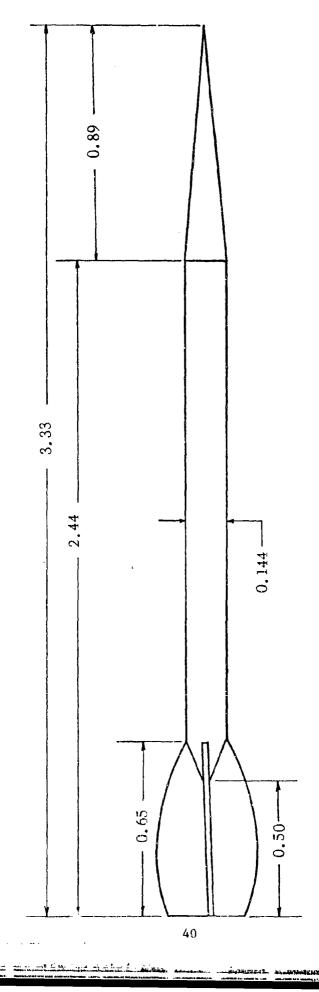


Figure 5. Ground Point Wind Junnel Model

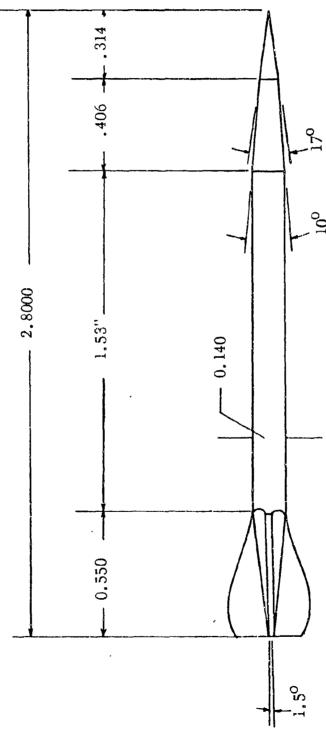


Figure 6. Olin Wind Tunnel Model

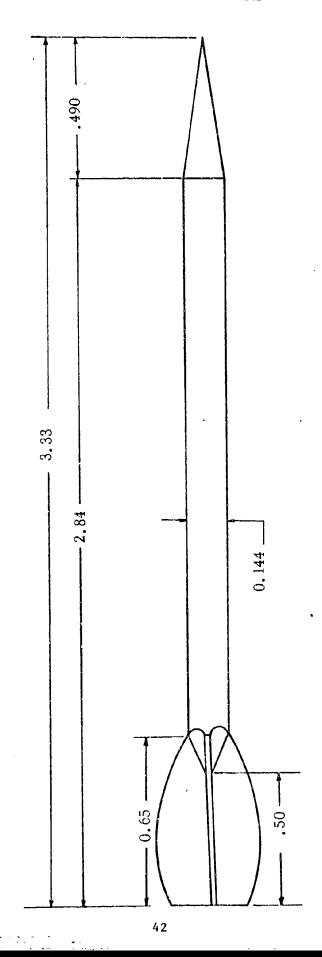


Figure 7. Swaged Point Wind Tunnel Model

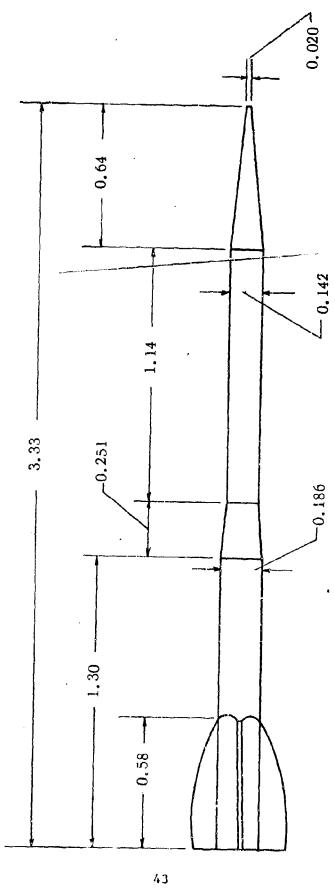


Figure 8. Tracer Wind Tunnel Model



Figure 9. Vertical Supersonic Wind Tunnel

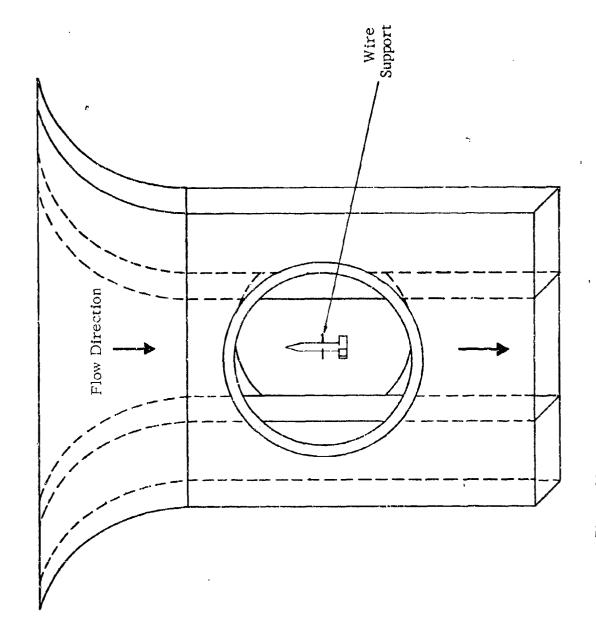


Figure 10. Flechette Mounted in Supersonic Wind Tunnel

Figure 11. Exterior Support System



Figure 12. Exterior Support System (Exploded View)

- Table 1

Figure 6. Supersonic Wind Tunnel Models

the glass wall side the wire was put through a hole in a flat washer placed flush against the glass wall. The hole in the washer had a diameter closer in size to the diameter of the wire then the hole in the glass wall. This cut down on the disturbance of the flow caused by the presence of the hole in the wall of the test section. Next, the wire was secured by placing it through an Allen screw tube and a solder washer. An Allen screw tube is a long cylinder with a small diameter hole drilled along its longitudinal axis and three small holes drilled perpendicular to the axis. These holes have been tapped to accommodate Allen screws which can be tightened to clamp down on the piano wire and hold it in place. A solder washer is a short cylinder containing two small diameter holes, one at the center and one near the outer edge. After running the wire through the center hole it can be bent around into the second hole at the outer edge. This hole also has a small hole drilled perpendicular to it and tapped to hold an Allen screw. As in the Allen screw tube, this Allen screw can be tightened down on the support wire to secure it. This system holds the support wire on the glass wall side of the test section.

After running the wire through the steel wall side it was pushed through a flat washer identical to the one on the glass wall side. A tightening tube was placed next in position and the wire was guided through it. A tightening tube is two concentric cylinders which are matched by threading. The length of the tube can be adjusted to the desired size by rotating the outer tube about the inner one. Finally, the

piano wire was secured using an Allen screw tube and a soldier washer. This completed the setting up of the support system. One advantage not already mentioned comes to light at this point. The models could be easily removed and inserted into the test section of the wind tunnel.

After the support system was in place the tension in the wire was adjusted by changing the length of the tightening tube. The tension was set so that the model would not change its vertical position after the tunnel was turned on. The model was then rotated 180° and held in place by a retaining mechanism shown in Figure 13. This system consisted of an extendable retainer which was placed around the hose of the model to secure it at its initial angle of attack. The retainer was connected to a release wire which could be manually operated from outside the tunnel. When the release wire was pulled the retainer would slip off the nose of the model and the model would be free to oscillate.

To record the oscillations of the model a Wollensak Fastex high speed motion picture camera was used. The camera was set-up as shown in Figure 14 on the glass wall side of the test section. Two floodlights, one just above the camera position and one above the inlet of the wind tunnel, were used to provide maximum lighting of the model in the test section. The camera was operated at a speed of 3000 frames per second for three seconds with a lens opening of f5.6.

Upon completing all preparations the tunnel was started following the procedure in Appendix B. The retainer was pulled back and the subsequent angular motion of the model was recorded.

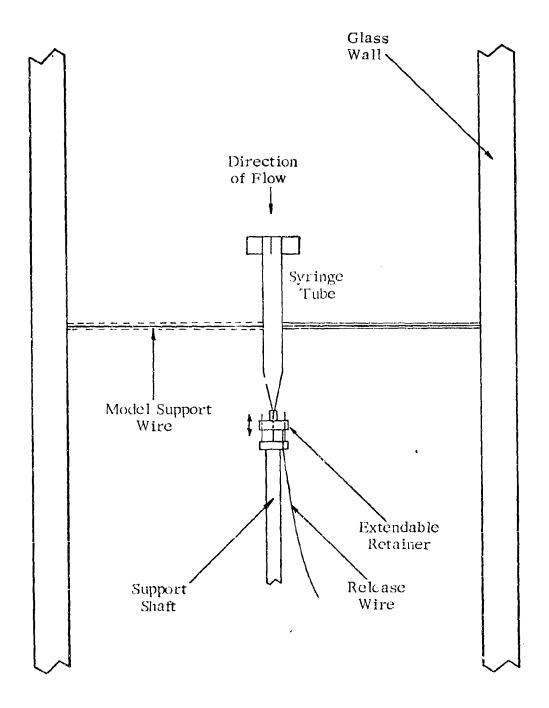


Figure 13. Retaining Mechanism

Spotlight

Figure 14. Camera Setup

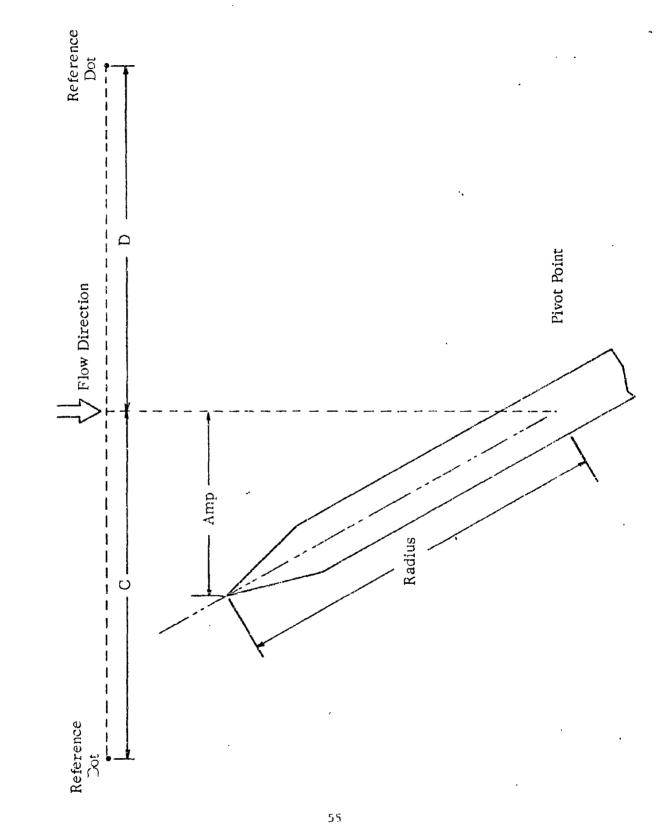
One-Degree-of-Freedom Data Reduction Procedure

The one-degree-of-freedom oscillations were converted to numerical values of angle of attack in the following manner. Two reference dots at a known distance apart had been placed on the steel wall in the test section behind the model. These dots were included in each frame of the film record of the angular motions of the model. The dots were placed such that a horizontal line running between them was above the highest point that the model with the largest radius would reach. For each configuration the radius of oscillation, the distance from the pivot point to the nose of the model, was also known. The relative coordinates of the reference dots and the nose of the model were determined from the data film using an optical comparator shown in Figure 15. A computer program called REDUCE, presented in Appendix C, using these coordinates and the known conversion distance between the reference dots was then employed to produce a time history of the angular oscillations of the model. A schematic of the reduction coordinates is presented in Figure 16.

### Velocity Determination Technique

Since all the tests were not conducted on the same day it was necessary to determine the velocity in the wind tunnel on the particular day the test was conducted. A method of measuring the static pressure in the test section was necessary to do this. A system like the one in Figure 17 was used to do this





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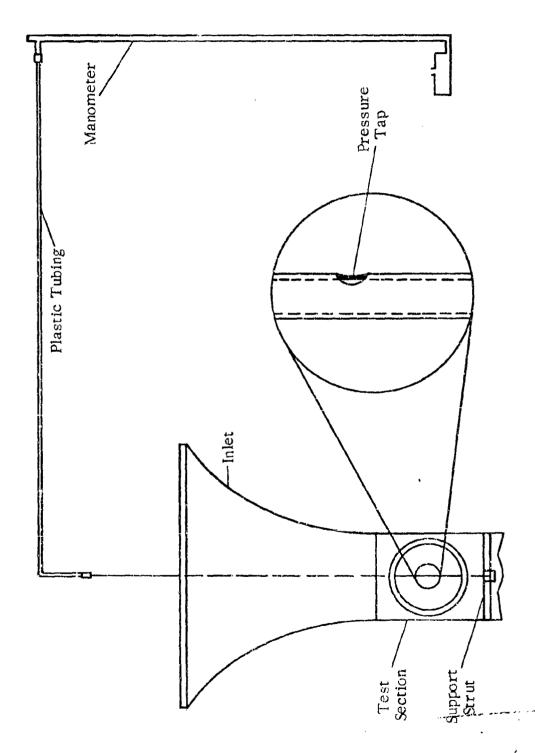


Figure 17. Velocity Measurement Setup

A long thin tube was placed in the inlet of the wind tunnel and lowered until the end reached the support strut just below the test section. This end of the tube was secured to the strut to help maintain the position of the tube near the center of the wind tunnel test section. A small hole had been drilled in the side of the tube to coincide with the position of the model when the tube was in place. The end of the tube in the tunnel was sealed and the open end was connected to a manometer by a length of plastic tubing. This upper end was fastened so as to put tension on the tube and prevent it from moving about in the test section when the pressure measurement was being taken. Any movement of the tube would affect the pressure reading and produce an incorrect value of the velocity.

Before starting the tunnel a tare reading was made on the manometer and the stagnation or total pressure was taken from a barometer. Since the manometer scale did not coincide with that of the barometer the tare reading and barometer reading, which should have been equal had their scales coincided, were different. This difference was a correction factor which would have to be added to the pressure reading taken when the tunnel was on to give the actual static pressure. The tunnel was turned on and the pressure was recorded. Having all of these pressure readings the ratio of static to total pressure could be solved for using the following formula:

$$\frac{P}{P_t} = \frac{P_{read} + (P_t - P_{tare})}{P_t}$$

where

Once this ratio was known the Mach number could be found in the Isentropic Flow Tables of Reference 8. For the REDUCE computer program it was necessary to put the velocity in units of feet per second from the Mach number. A sample calculation of this is shown in Appendix D.

#### ONE-DEGREE-OF-FREEDOM TEST RESULTS

#### One Degree of Freedom Data Reduction

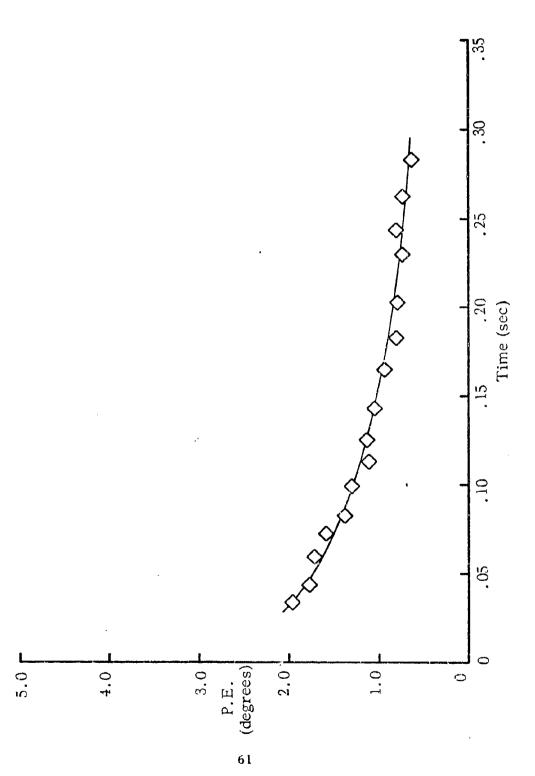
The WOBBLE computer program was used to fit the Aeroballistic Theory to the one-degree-of-freedom angular data obtained from the REDUCE program. The data was fitted in segments of 1.8 cycles and the stability parameters  $\mathbf{K}_1$ ,  $\mathbf{K}_T$ ,  $\mathbf{\lambda}_1$ , and  $\mathbf{\omega}_1$  were determined by WOBBLE at a time interval of 0.03 seconds. The stability parameter  $\mathbf{K}_T$ , the trim arm, is analogous to the  $\mathbf{K}_3$  in the Linear Theory and is due to aerodynamic asymmetries in the configurations. The average percent error of the fitting of the theory to the data for all the tests carried was less then 3%. A representative plot of probable error (P.E.) versus time is given in Figure 18. The stability parameters were obtained from the fits as functions of time. Plots of the stability parameters versus time for all the configurations are presented in Figures 19 through 34.

# One-Degree-of-Freedom Stability Coefficients

The pitching moment and damping moment stability coefficients,  $C_{M_{\alpha}}$  and  $(C_{M_{\alpha}} + C_{M_{\dot{\alpha}}})$ , were obtained versus time from the WOBBLE fits. Plots of the mean values of the coefficients per fit versus mean angle of attack per fit are presented in Figures 35 through 42 for all the configurations. These plots given an approximation of how the coefficients vary with angle of attack. Included on these graphs are Ballistic Range Lal pratory (BRL) results for the respective configurations and

coefficients. The BRL data was plotted at an angle of attack of 2°. Figures 43 through 50 are plots of BRL results for the stability coefficients versus Mach number for all the configurations. Mean values of the Notre Dame results for the coefficients at low angles of attack are included on these graphs. The Notre Dame data was plotted at a Mach number of 1.3 which was an average value of all the tests carried out.

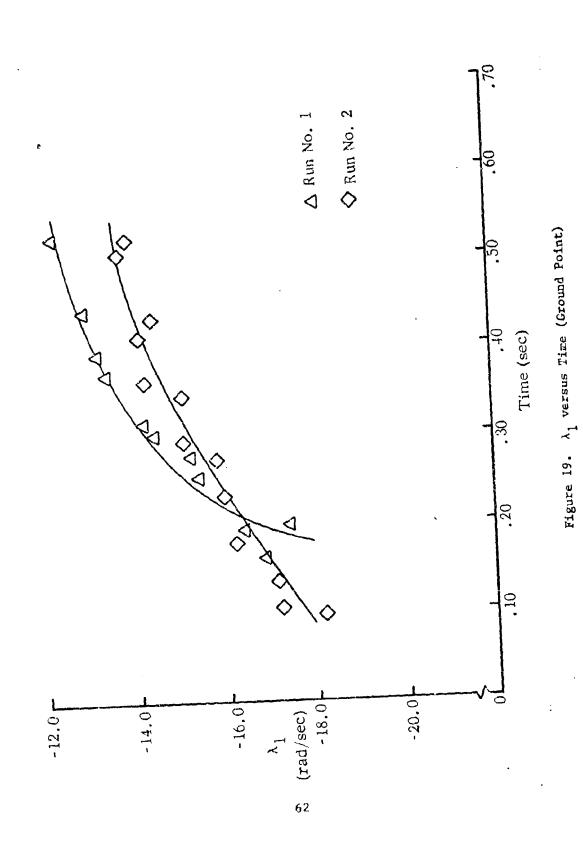
An important point which should be brought up at this point is the discrepancy in the definition of the damping moment stability coefficient between the two sets of results. The computations in this investigation were carried out using a factor of ( $\frac{d}{2\pi}$ ) in the definition of the damping moment stability coefficient (see Equation 3). The BRL definition used a factor of ( $\frac{d}{u}$ ) causing the respective computed values of ( $C_{M_q} + C_{M_{\alpha'}}$ ) to be off by a factor of two. To account for this and allow the results to be directly compared, the BRL values of ( $C_{M_q} + C_{M_{\alpha'}}$ ) were increased by a factor 2 before plotting. This essentially gave all the values presented a uniform definition and allowed the comparisons of the results to be made.



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Figure 18. Probable Error versus Time



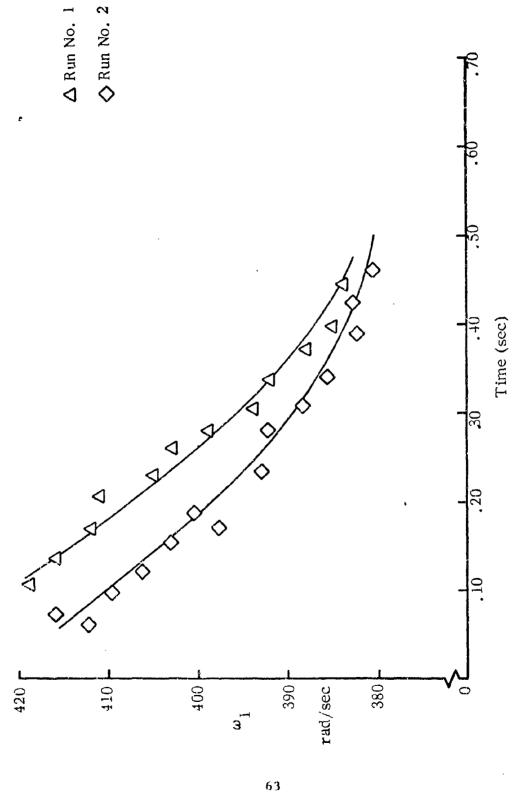
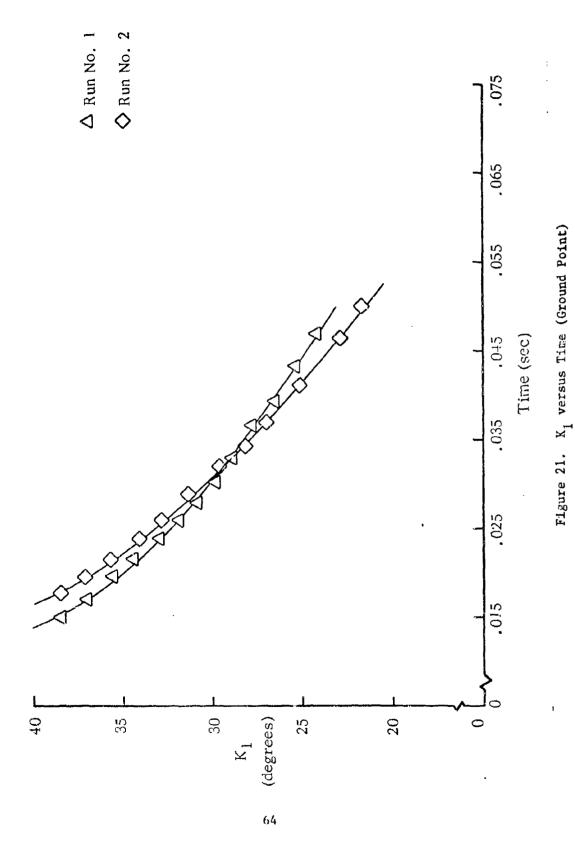
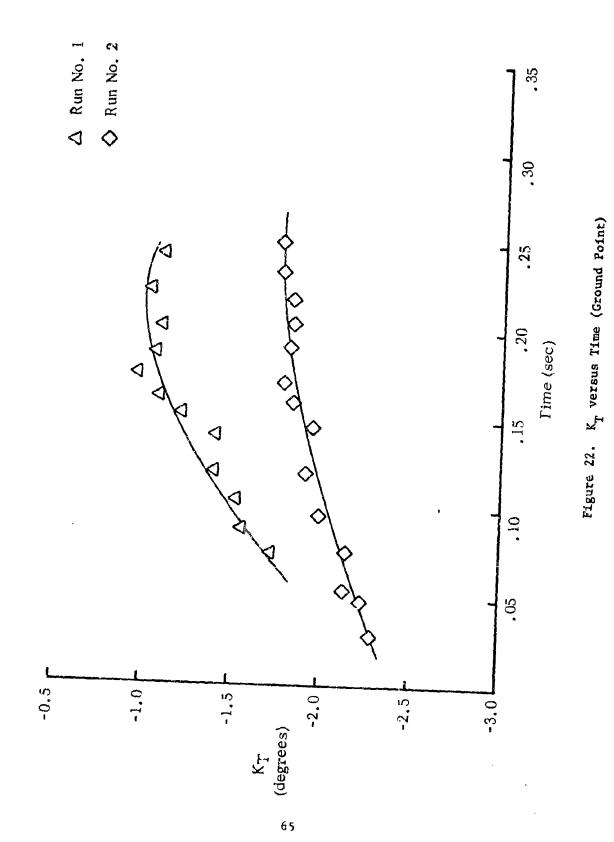
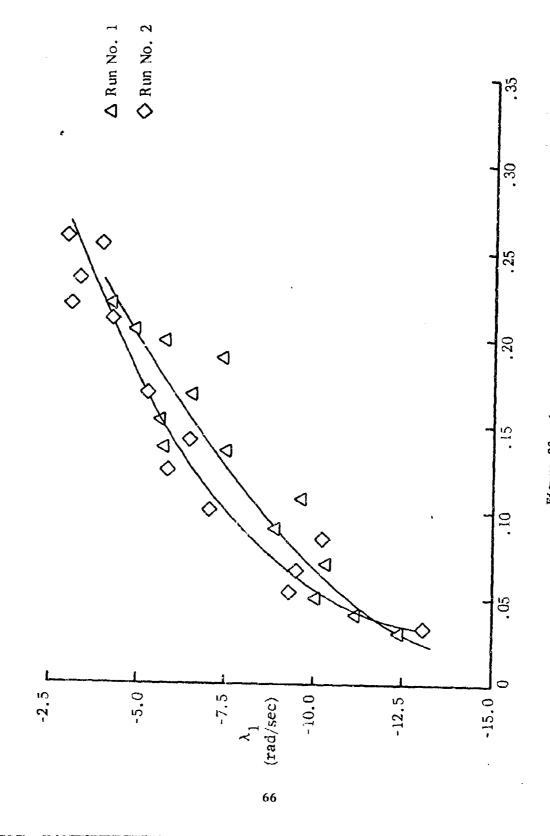


Figure 20.  $\omega_1$  versus Time (Ground Point)







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Figure 23.  $\lambda_1$  versus Time (01in)

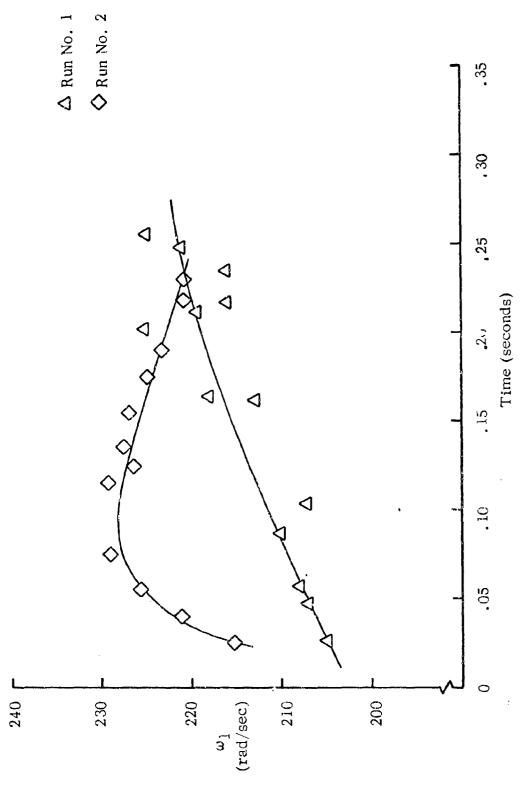


Figure 24.  $\omega_1$  versus Time (Olin)

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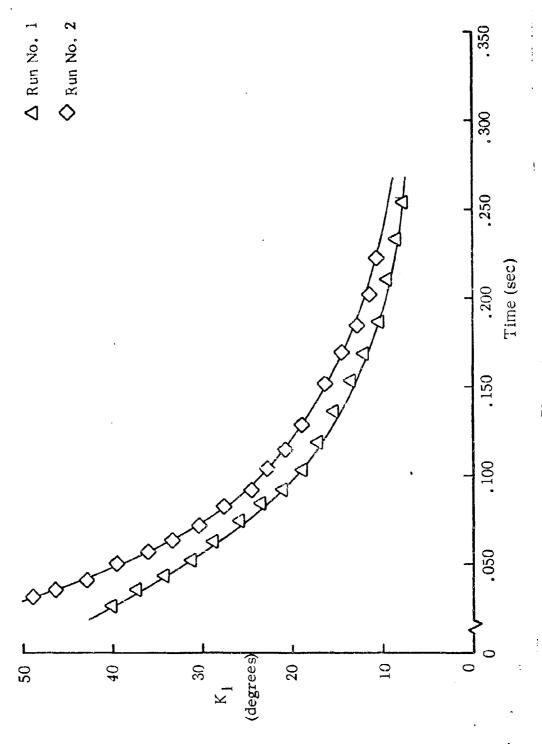


Figure 25.  $K_{\rm l}$  versus Time (Olin)

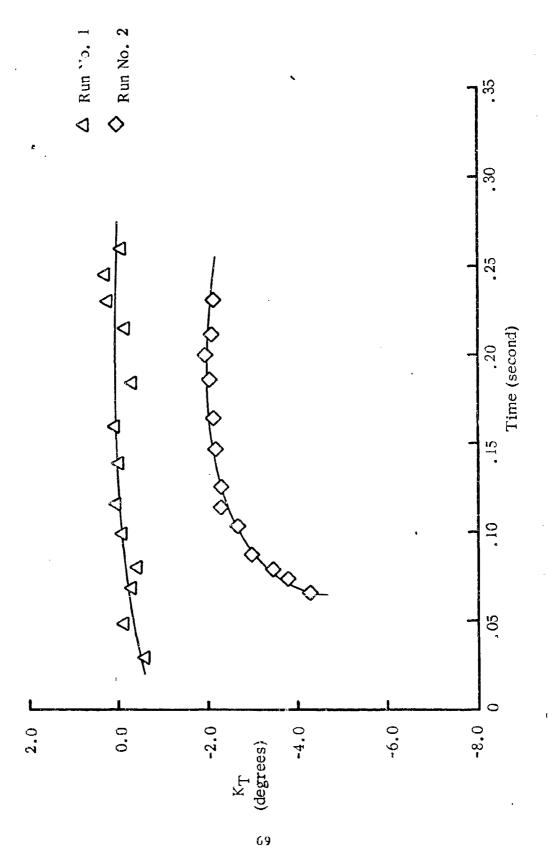
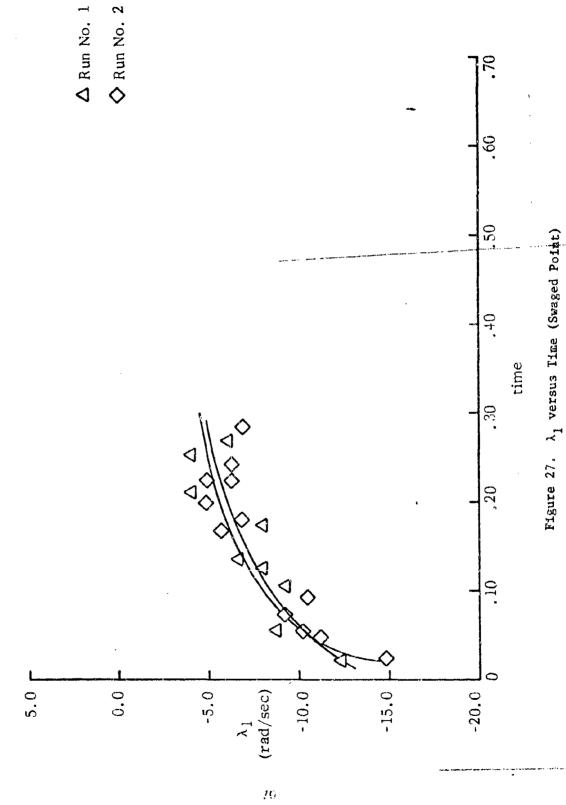


Figure 26.  $K_{\mathrm{T}}$  versus Time (011n)



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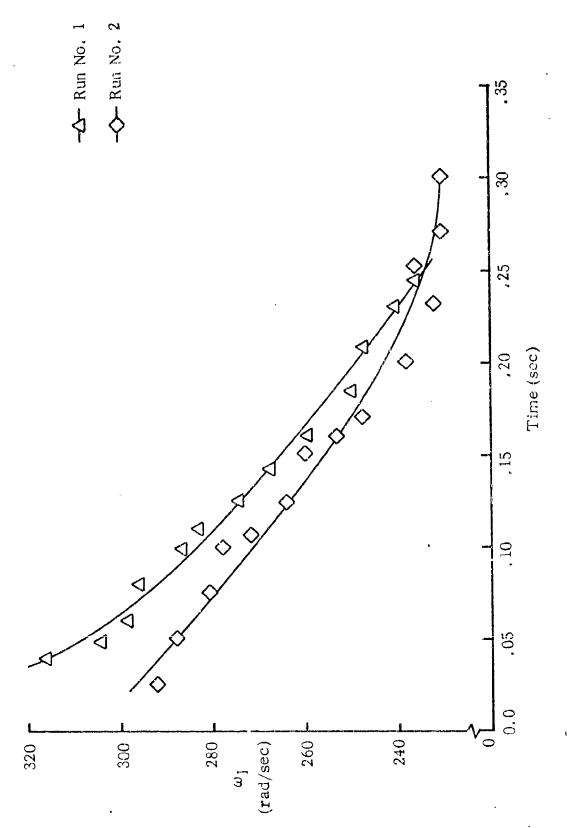
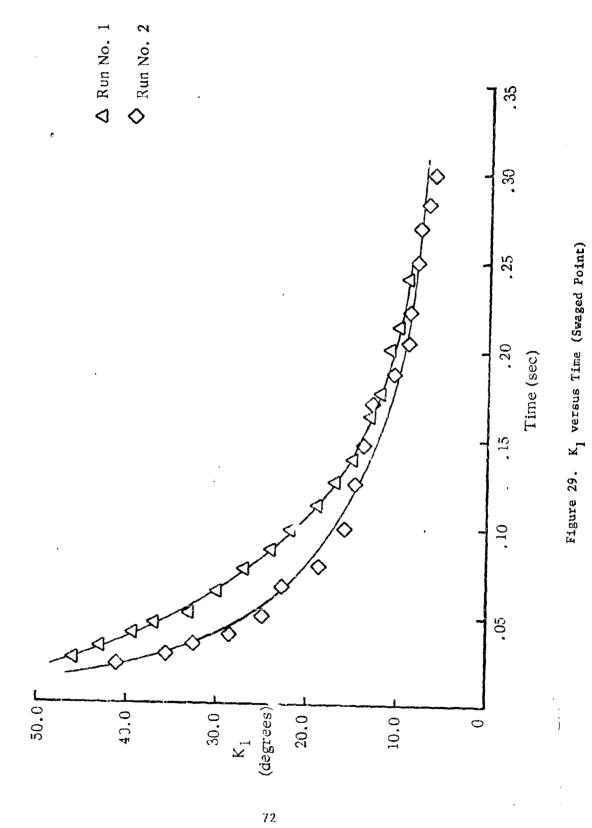


Figure 28. w, versus Time (Swaged Point)



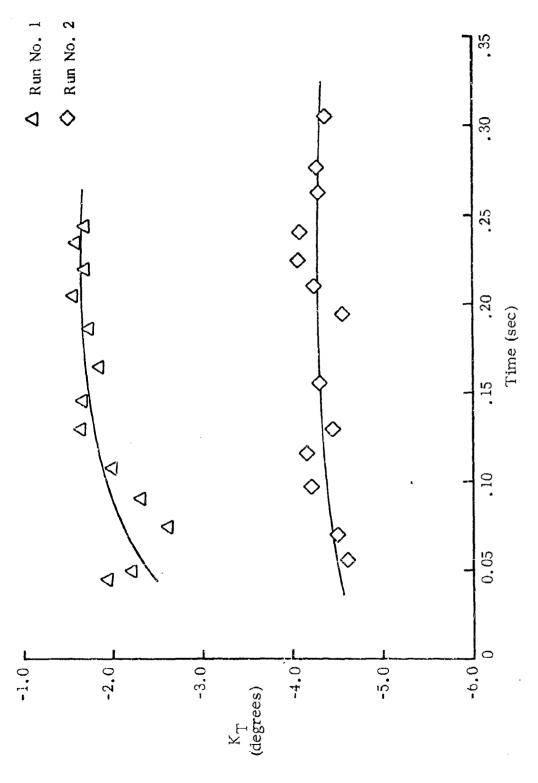
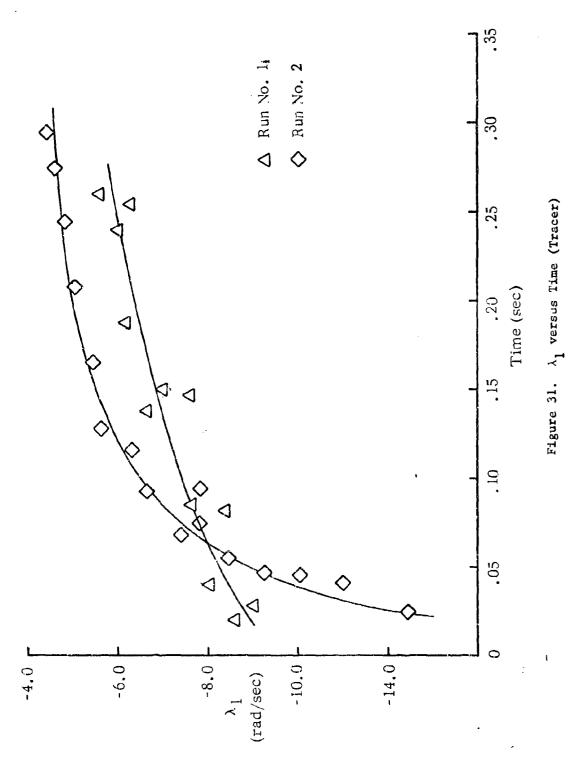
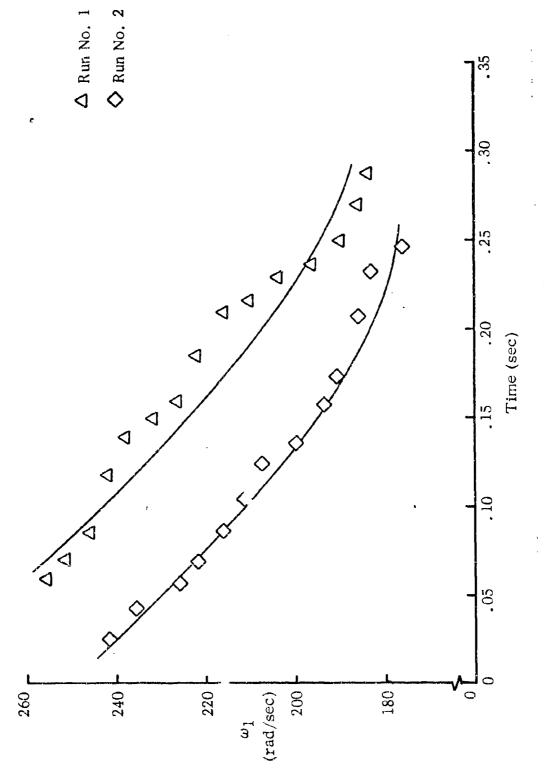


Figure 30.  $K_{\mathrm{T}}$  versus Time (Swaged Point)



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Figure 32.  $\omega_{\rm I}$  versus Time (Tracer)

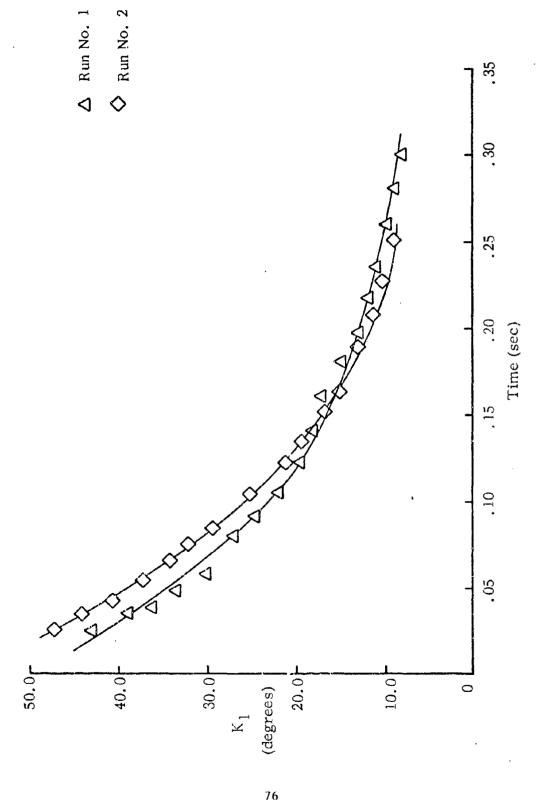
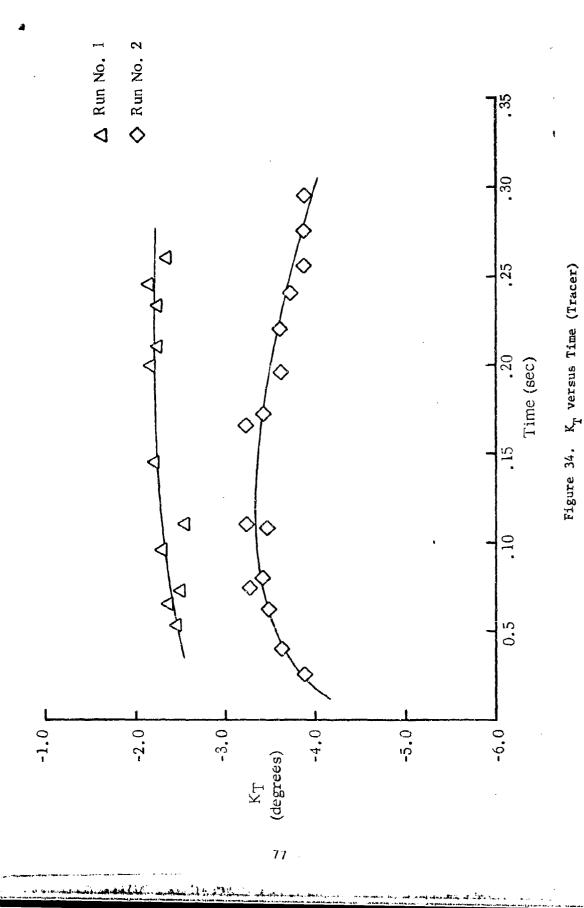
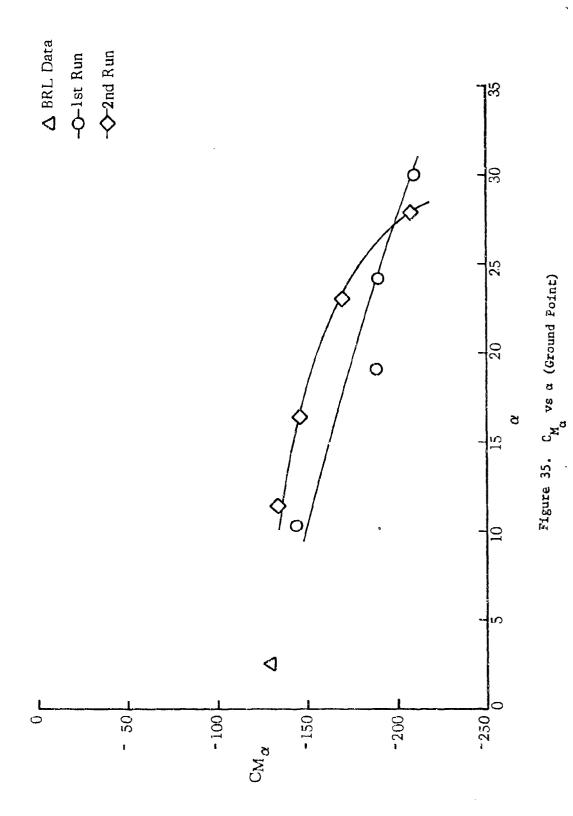


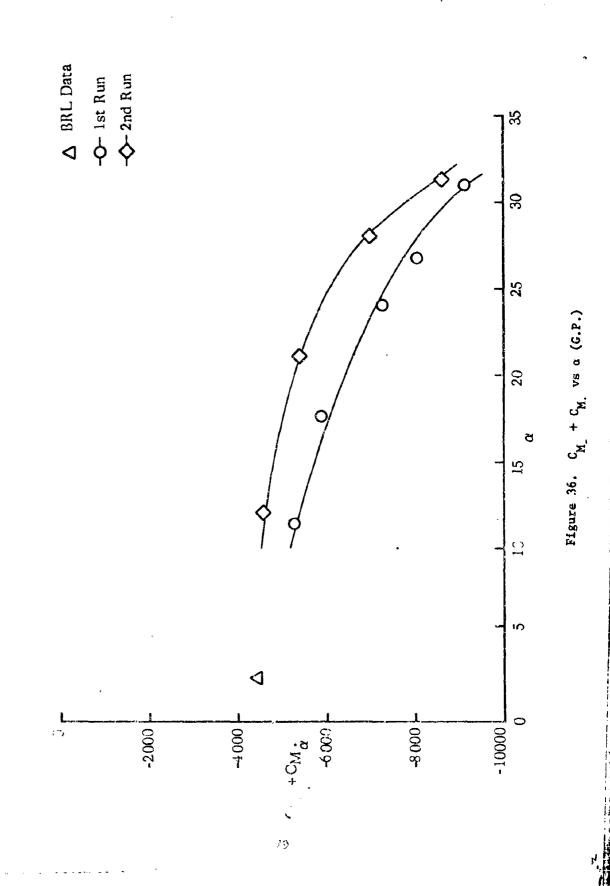
Figure 33.  $K_{1}$  versus Time (Tracer)



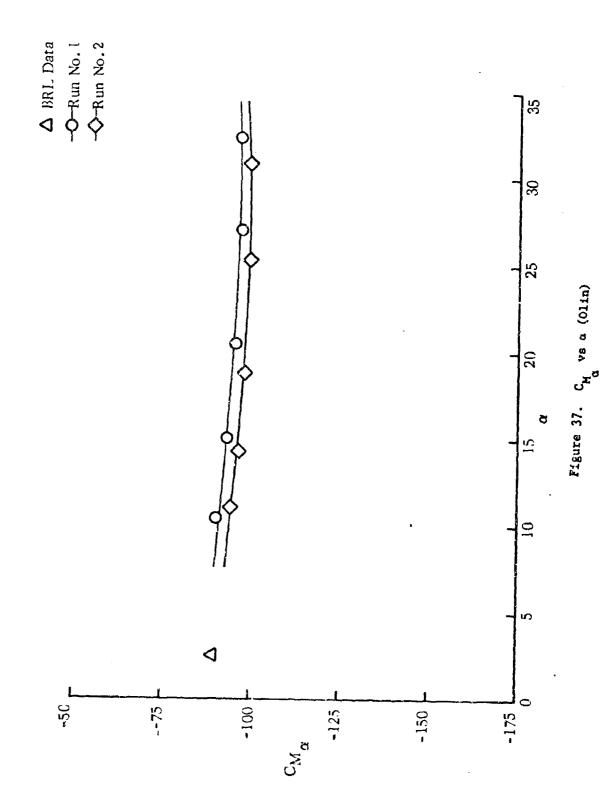
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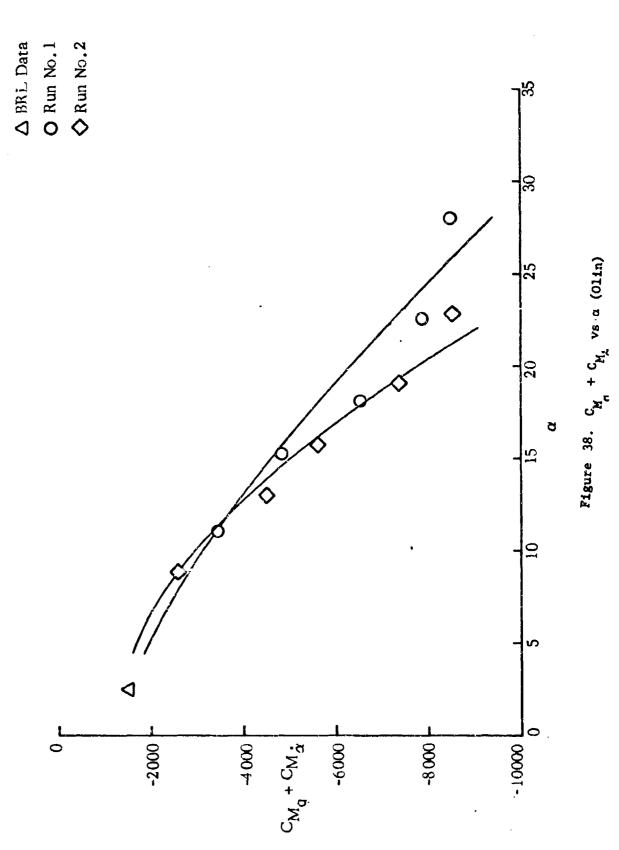
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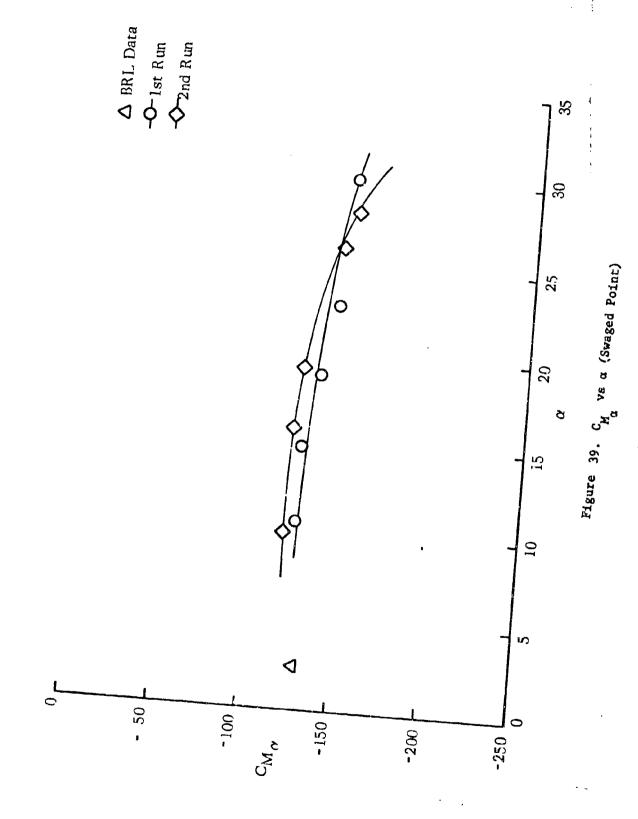


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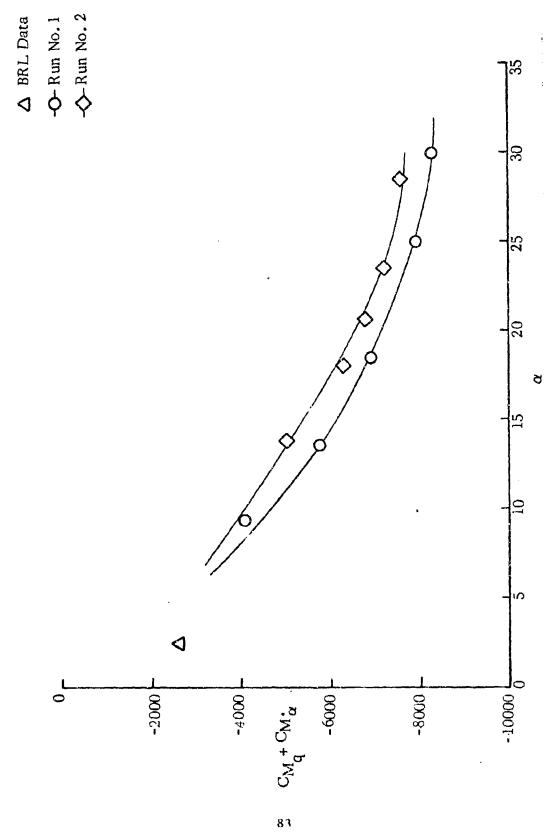


Figure 40.  $C_{M} + C_{M}$ , vs  $\alpha$  (Swaged Point)

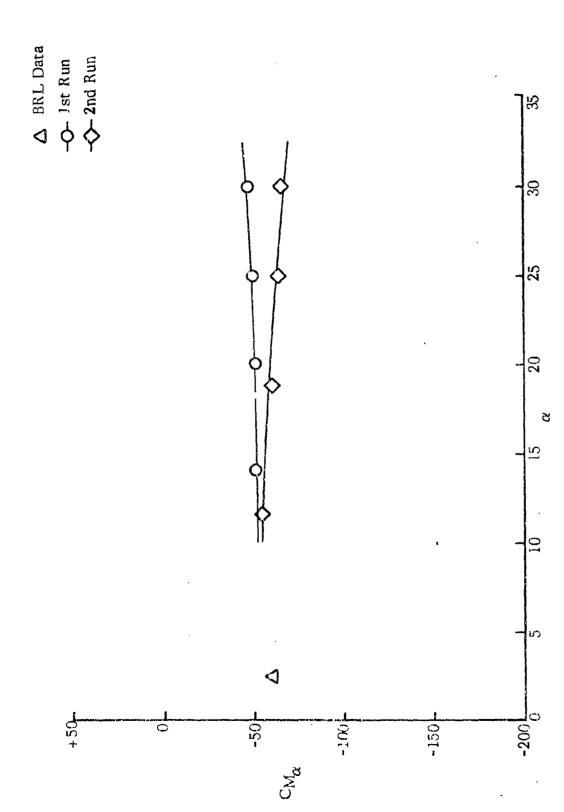
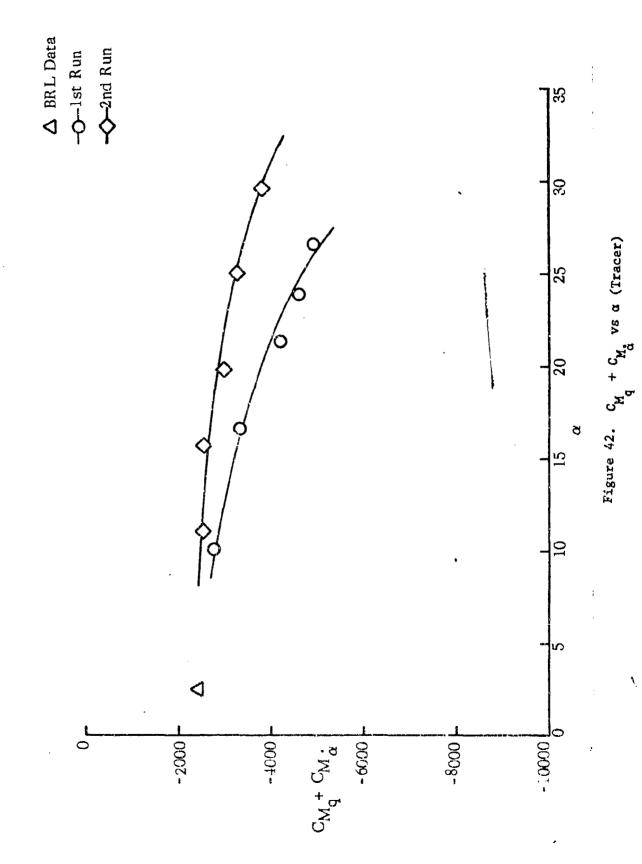


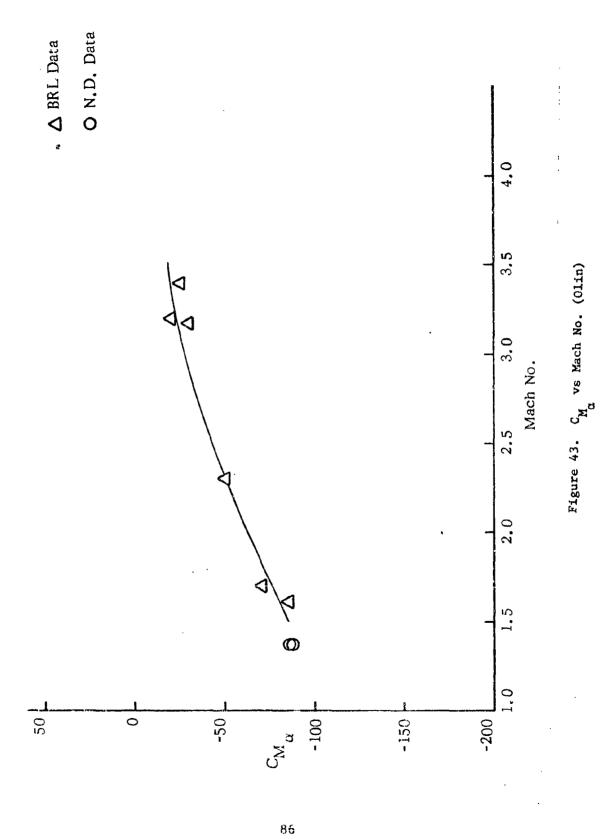
Figure 41.  $C_M$  vs  $\alpha$  (Tracer)

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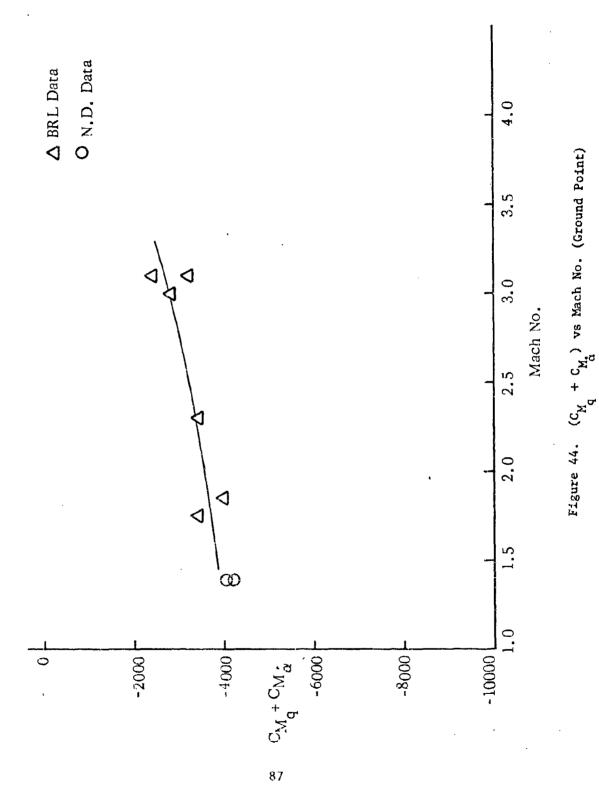
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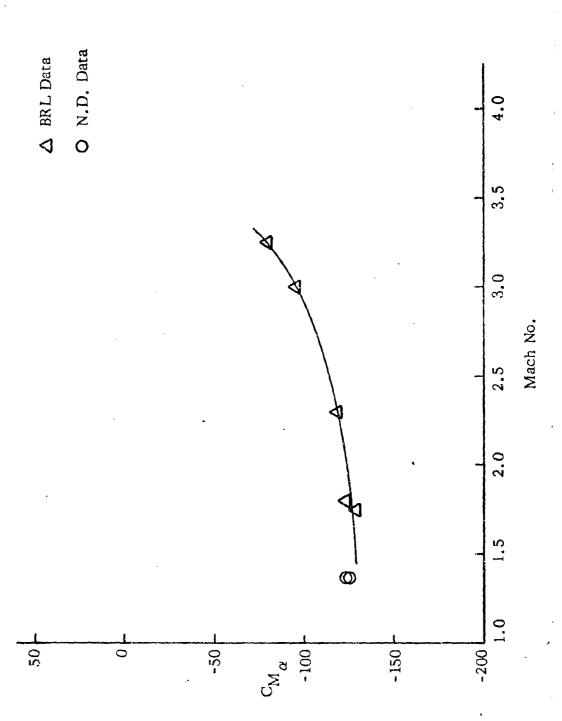


Figure 45.  $C_{M}$  vs Mach No. (Ground Point)

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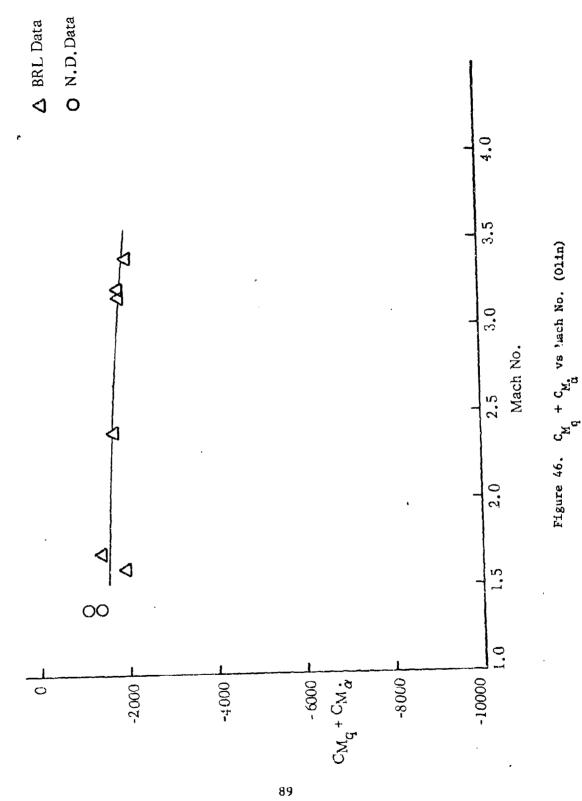


Figure 47.  $C_{\rm M}$  vs Mach No. (Swaged Point)

Mach No.

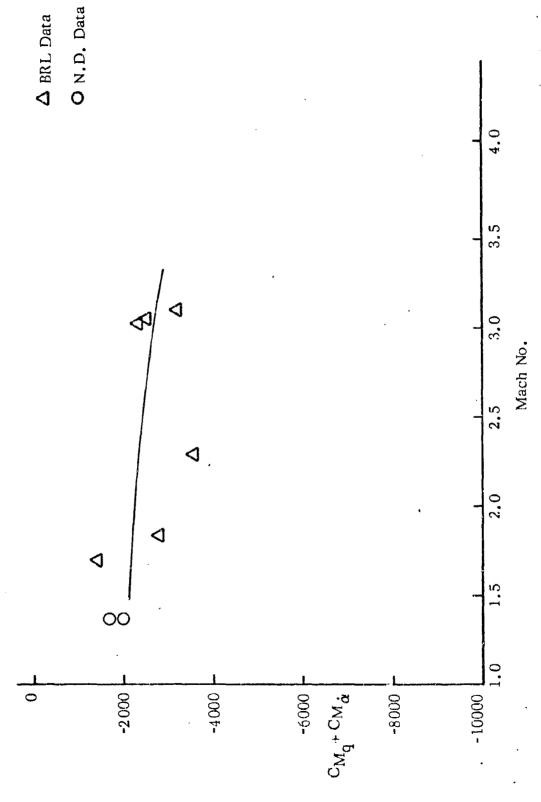


Figure 48. ( $C_{\rm H}$  +  $C_{\rm H}$ ) vs Mach No. (Swaged Point)

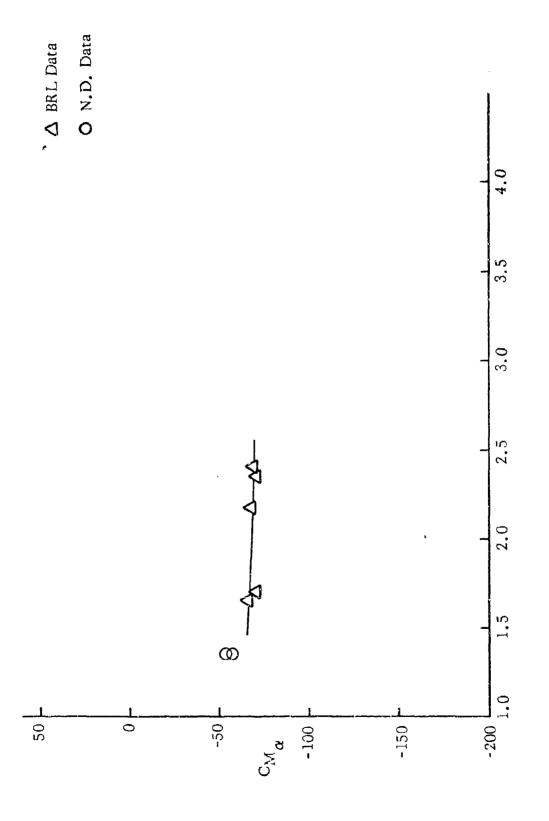
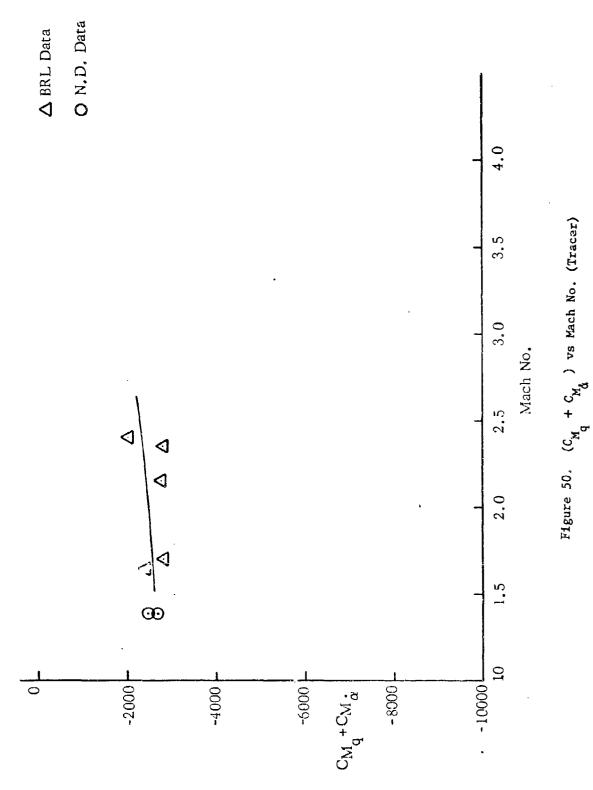


Figure 49.  $C_{M}$  vs Mach No. (Tracer)



**.** .

#### CONCLUSIONS

Single-degree-of-freedom dynamic supersonic wind tunnel tests of four flechette configurations has been presented. Linear values of  $C_{M_{\alpha}}$  and  $(C_{M_{q}} + C_{M_{\dot{\alpha}}})$  were determined from stability parameters acquired from the data taken during the tests. These values of  $C_{M_{\dot{\alpha}}}$  and  $C_{M_{q}} + C_{M_{\dot{\alpha}}}$  showed good repeatability and were compared to results from the Ballistics Range Laboratory (BRL) for the same designs at low angles of attack. Over the range of comparison the agreement between the two sets of data was shown to be quite good.

The repeatability of the results was a good indication of the absence of frictional effects and interference effects to the flow which might have been caused by the support system. In Reference 7 it was shown that this excellent one-degree-of-freedom dynamic testing technique can be easily extended to include the determination of nonlinear values of the static pitching and damping stability coefficients. Also, because the model is suspended at its center of gravity, there is no reason why this technique could not be moved into a horizontal supersonic wind tunnel if necessary.

#### APPENDIX A

#### MODEL PARAMETERS

### Grount Point

Diameter = .012 ft. I<sub>y</sub> = .000004647 slugs-ft<sup>2</sup> Mass = .0003647 slugs Radius = 1.69 in.

# Olin

Diameter = .0119 ft. Mass = .000303 slugs  $I_y = .000007040 \text{ slug-ft}^2$ Radius = 1.52 in.

# Tracer

Diameter = .01533 ft. Mass = .0004520 slugs  $I_y$  = .0000105570 slugs-ft<sup>2</sup> Radius = 2.11 in.

# Swaged Point

Diameter = .012 ft Mass = .0003933 slugs  $I_y$  = .000006041 slugs-ft<sup>2</sup> Radius = 1.69 in.

#### APPENDIX B

#### SUPERSONIC WIND TUNNEL OPERATING PROCEDURE

#### Starting Procedure

- 1. Open valve to compressor manifold for wind tunnel to be used make sure that the other wind tunnels are either shut off or blocked from the manifold.
  - 2. Inform University Power Plant of intention to run compressors.
  - 3. Turn cooling water on (one valve near wall inside laboratory).
- 4. Turn each compressor shaft to make sure they are free to rotate.
- 5. Check oil level for each compressor (oil level should be above gear).
- 6. Check oil pump for each compressor i.e. depress six plungers and observe oil bubbles.
  - 7. Add a few squirts of No. 51 oil to note in top of shaft bushing.
- 8. Check mercury manometer tubing in compressor room to make sure it is connected.
  - 9. Turn master power switch on for each compressor.
- 10. Start one compressor allow at least one minute after compressor comes up to speed before starting the second compressor and allow another one minute after this compressor comes up to speed before starting third compressor.
- 11. If mercury manometer reads more than 18 inches, Shut Down Immediately.

# Shut Down Procedure

- 1. Shut compressors off one at a time at one minute intervals.
- 2. Turn master power switch off for each compressor.
- 3. Shut compressor cooling water off.
- 4. Inform University Power Plant that compressors have been shut off.

#### APPENDIX C

# ONE-DEGREE-OF-FREEDOM TEST RESULTS ON R&D FLECHETTES

The model\* was initially disturbed to an angle of attack of approximately  $180^{\circ}$  and then allowed to oscillate freely. The resulting angular motions were then recorded by a high speed camera technique.

One-Degree-of-Freedom Data Reduction

The "Wobble" computer program was used to fit the one-degree-of-freedom Aeroballistic Theory to the angular oscillations obtained from the moving camera technique. This data was fitted in segments of 2.2 cycles with each segment containing approximately 25 points. The stability parameters  $K_1$ ,  $K_T$ ,  $\lambda_1$ ,  $\omega_1$ , were determined by the Wobble program at a time interval of 0.015 seconds. The average percent error of the theory to the data showed an error of less than 3%. A representative plot of probable error of fit vs time is shown in Fig. 1a.

The stability parameters were obtained from the fits as functions of time, representative angular oscillations, probable errors of fit, and stability parameters are presented in Figs. 2 through 6. The resulting stability coefficients versus time are presented in Figs. 7 and 8.

One-Degree-of-Freedom Nonlinear Stability Coefficients

To get an indication of the nonlinearity of the stability coefficients .

<sup>\*</sup>Figure 1.

(All dimensions in inches)

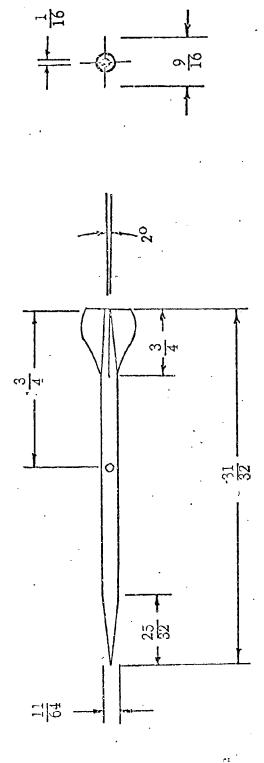


Figure 1. Schematic 1-D Pitch Model

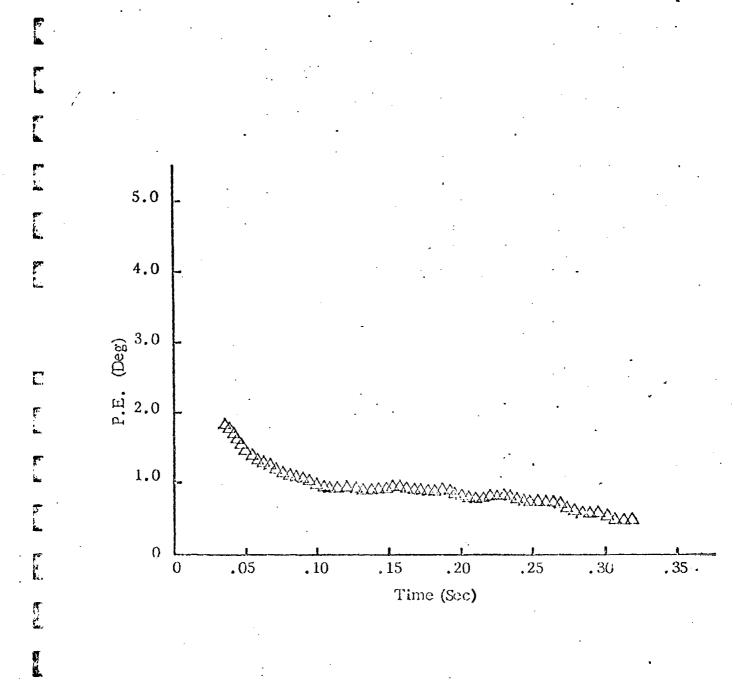


Figure la. Probable Error of Fit vs Time

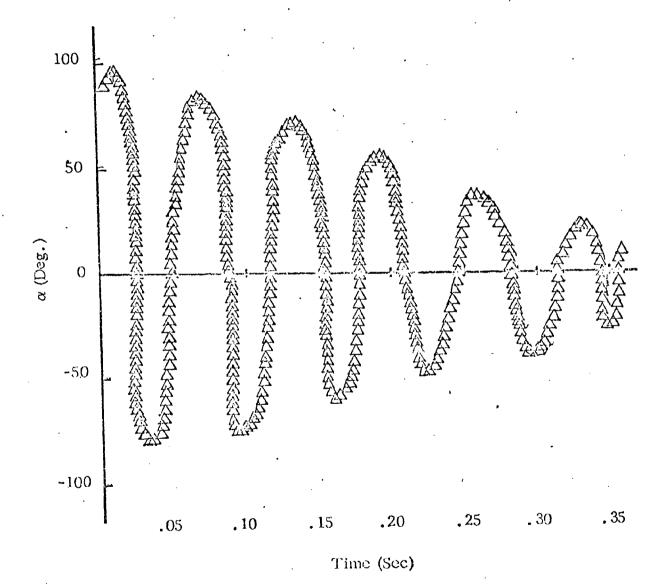


Figure 2. 1-D Oscillatory Motion

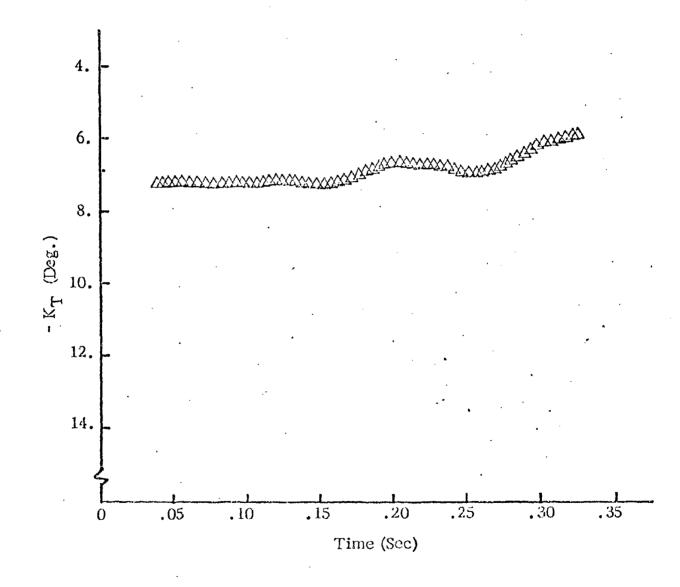


Figure 3. Trim Mode vs Time

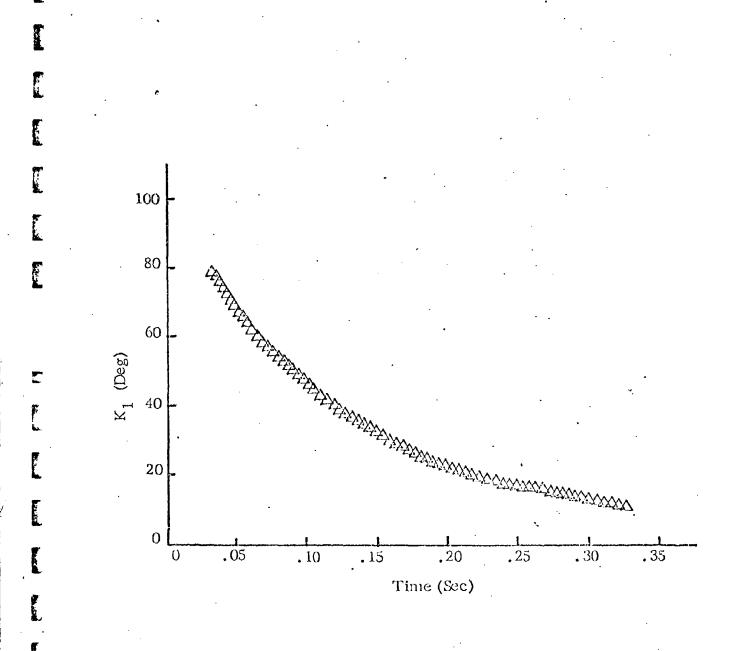


Figure 4. K<sub>1</sub> vs Time

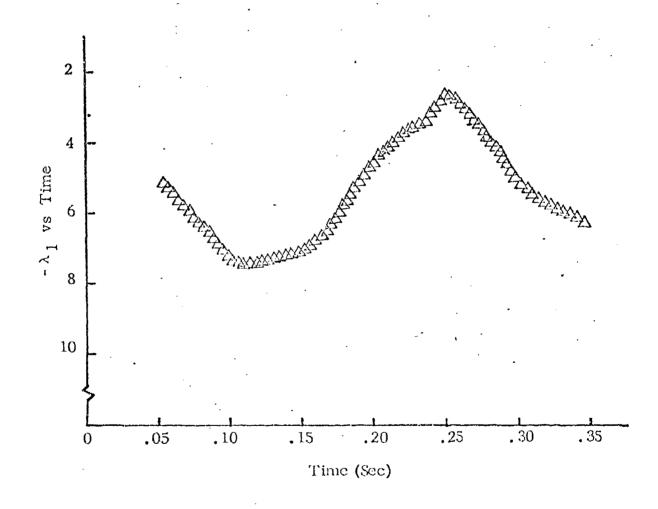


Figure 5.  $\lambda_1$  vs Time

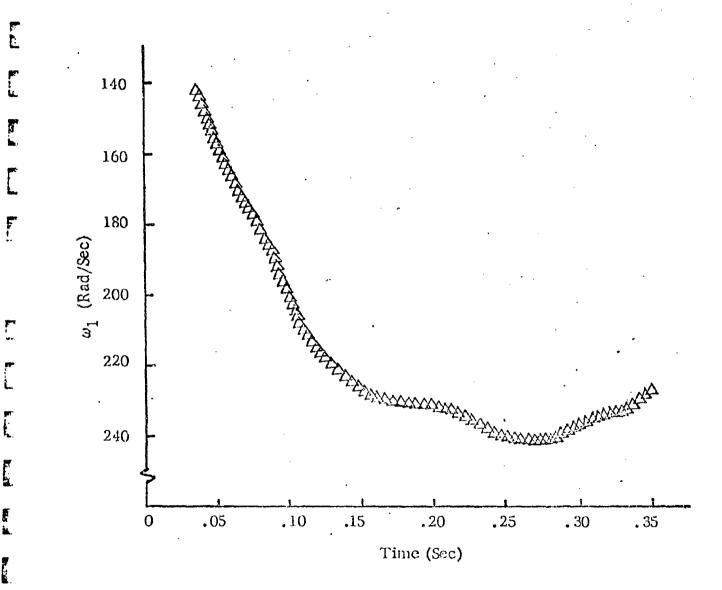


Figure 6.  $\omega_{1}$  vs Time

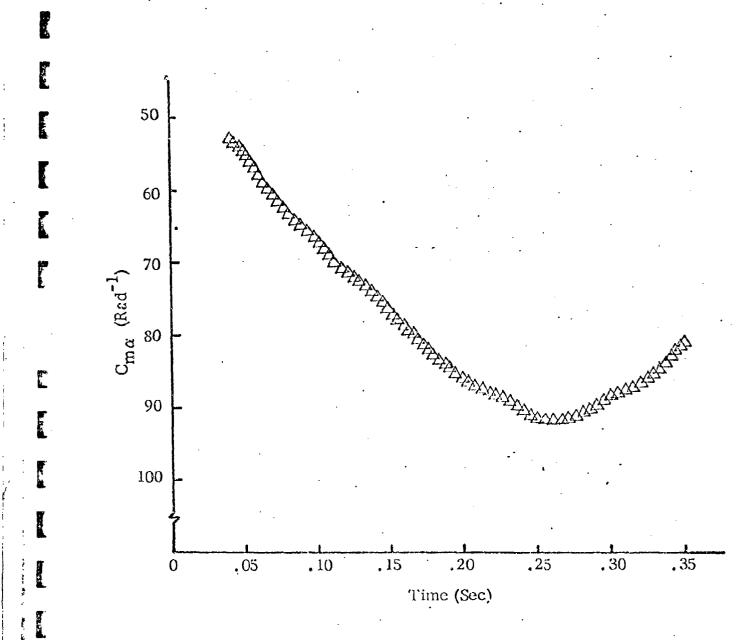
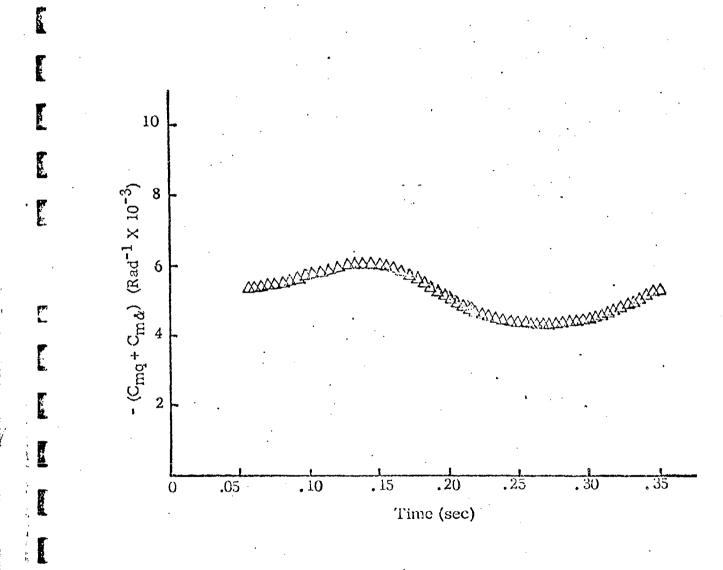


Figure 7.  $C_{m\alpha}$ vs Time



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Figure 8.  $(C_{mq} + C_{m\mathring{\alpha}})$  vs Time

$$C_{m\alpha}(\alpha) = C_{m\alpha_0} + C_{m\alpha_2}(\alpha)^2$$

A Run 9

o Run 12

🖸 Run 14

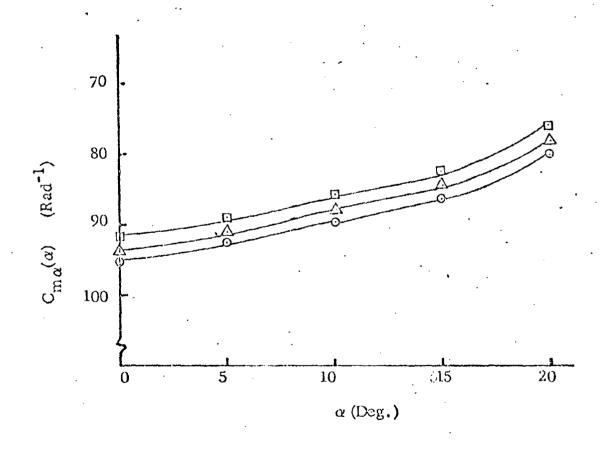


Figure 9.  $C_{m\alpha}$  (a) vs  $\alpha$ 

$$C_{\rm mq}(\alpha) + C_{\rm m\dot{\alpha}}(\alpha) = \left(C_{\rm mq} + C_{\rm m\dot{\alpha}}\right)_0 + \left(C_{\rm mq} + C_{\rm m\dot{\alpha}}\right)_2 (\alpha^2)$$

- A Run 9
- 0 Run 12
- □ Run 14

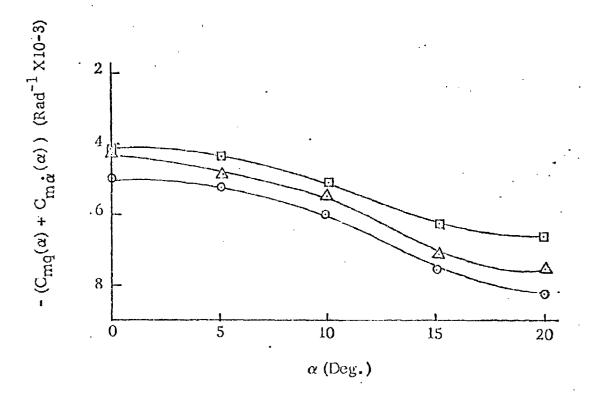


Figure id. ( $C_{mq}(\alpha) + C_{m\dot{\alpha}}(\alpha)$ ) vs  $\alpha$ 

with angle of attack, the one-degree-of-freedom Nonlinear Aeroballistic

Theory was employed. Using this nonlinear theory, the stability coefficients
were determined as polynomial functions of the angle of attack. Representative plots of runs made are presented in Figs. 9 and 10.

Both  $C_{m\alpha}$ , the pitching moment coefficient and  $C_{mq} + C_{m\alpha}$  the damping moment coefficient were found to vary nonlinearly with angle of attack. Both were found to be highly repeatable.  $C_{m\alpha}$  varied no more than 2% about its mean while  $C_{mq} + C_{m\dot{\alpha}}$  varied less than 5% about its mean.

#### APPENDIX C

#### DISPERSION THEORY OF HIGH FINENESS RATIO, CRUCIFORM FIN BODIES \*

A complete Jump and Dispersion Theory is developed for free flight vehicles. Six-degree-of-freedom computer computations indicates that the theory accurately predicts the jump and dispersion of flechettes.

The initial conditions and dispersion values are established by range test firings. The raw data is fitted by least squares method and put into initial condition form. Initial conditions are applied to the theory and 6-D numerical computations to evaluate dispersion for eight test rounds. The results are compared to test firing target data. The agreement between the theory and test results indicate the data analysis and theory provide an accurate means of predicting dispersion of flechettes. Analysis of the firing data indicates that the initial conditions result from an impulse imparted to the flechette in the muzzle blast. The transverse impulse imparted to the flechette initially must be equal to the angular impulse to obtain zero dispersion. Other disturbances in the blast region such as sabot separation influence the initial conditions and hence dispersion. First maximum yaw theory is discussed and disproved.

<sup>\*</sup>Prepared by Lawrence E. Lijewski.

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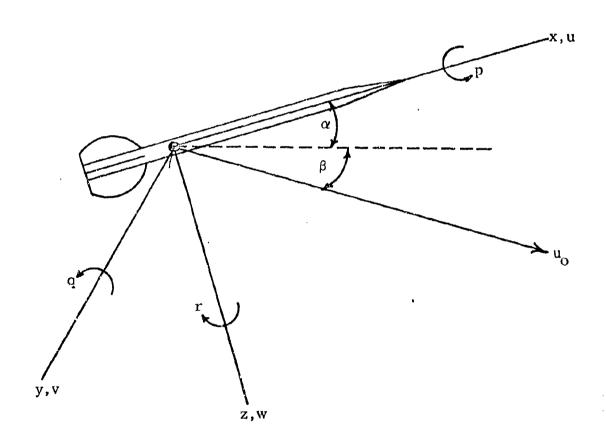
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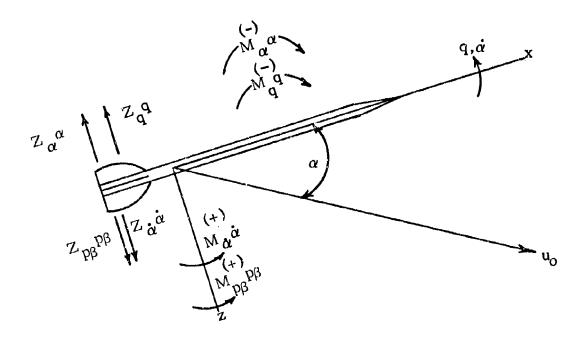
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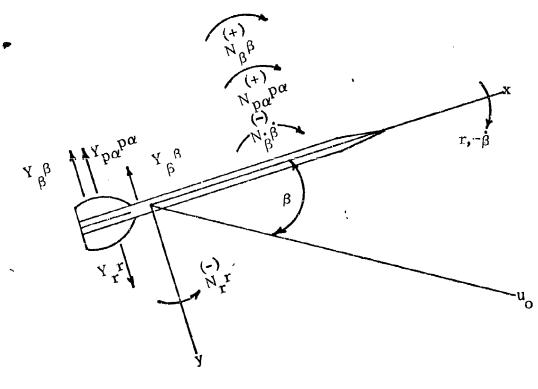
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Axis System

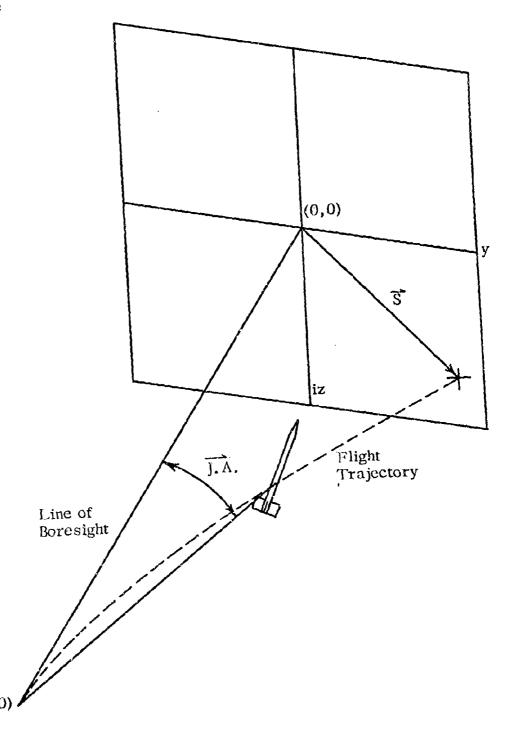


# Force and Moment Systems





Jump Angle



complex angle of attack (degrees or radians)

$$\vec{\alpha} = \beta + i\alpha$$

α pitch angle of attack

 $\alpha_0$  initial angle of attack

initial angular rate (rad/sec)

$$\vec{\dot{\alpha}}_{O} = \dot{\dot{\beta}}_{O} + i + \dot{\dot{\alpha}}_{O}$$

β yaw angle of attack

Cz pitching force coefficients

$$C_z = \frac{Z}{QS}$$

 $\mathbf{C}_{\mathbf{M}}$  pitching moment coefficients

$$C_{M} = \frac{M}{QSd}$$

C<sub>z<sub>n</sub></sub> static force stability coefficient (rad<sup>-1</sup>)

$$C_{Z_{\alpha}} = \frac{\partial C_{Z}}{\partial \alpha} = \frac{Z_{\alpha}^{\alpha}}{\alpha QS} = \frac{Y_{\beta}^{\beta}}{\beta QS}$$

C<sub>M</sub> static moment stability coefficient (rad 1)

$$^{\text{C}}_{\text{M}}_{\alpha} = \frac{\partial ^{\text{C}}_{\text{M}}}{\partial \alpha} = \frac{^{\text{M}}_{\alpha}^{\alpha}}{\alpha Q S d} = \frac{^{\text{N}}_{\beta}^{\beta}}{\beta Q S d}$$

C<sub>z<sub>n</sub></sub> damping force stability coefficient (rad<sup>-1</sup>)

$$C_{z_q} = \frac{\partial C_z}{\partial \left(\frac{qd}{2u}\right)} = \frac{Z_q q}{\left(\frac{qd}{2u}\right)QS} = \frac{Y_r r}{\left(\frac{rd}{2u}\right)QS}$$

$$C_{z_{\alpha}}$$
 lag force stability coefficient (rad 1)

$$C_{Z\dot{\alpha}} = \frac{\partial C_{Z}}{\partial \left(\frac{\dot{\alpha}\dot{d}}{2u}\right)} = \frac{Z_{\dot{\alpha}}\dot{\alpha}}{\left(\frac{\dot{\alpha}\dot{d}}{2u}\right)QS} = \frac{Y_{\dot{\beta}}\dot{\beta}}{\left(\frac{\dot{\beta}\dot{d}}{2u}\right)QS}$$

$$C_{M_q} = \frac{\partial C_M}{\partial \left(\frac{qd}{2u}\right)} = \frac{M_q^q}{\left(\frac{qd}{2u}\right) QSd} = \frac{N_r^r}{\left(\frac{rd}{2u}\right) QSd}$$

$$C_{M\dot{\alpha}} = \frac{\partial C_{M}}{\partial \left(\frac{\dot{\alpha}\dot{d}}{2u}\right)} = \frac{M\dot{\alpha}\dot{\alpha}}{\left(\frac{\dot{\alpha}\dot{d}}{2u}\right)} QSd = \frac{N_{\dot{\beta}}\dot{\beta}}{\left(\frac{\dot{\beta}\dot{d}}{2u}\right)QSd}$$

$$C_{z_{p\beta}}$$
 magnus force stability coefficient (rad<sup>2</sup>)

$$C_{z_{p\beta}} = \frac{\partial C_{z}}{\partial \beta} = \frac{Y_{p\alpha}p\alpha}{\left(\frac{pd}{2u}\right)} = \frac{Y_{p\alpha}p\alpha}{\left(\frac{pd}{2u}\right)\alpha QS} = \frac{Z_{p\beta}p\beta}{\left(\frac{pd}{2u}\right)\beta QS}$$

$$C_{M_{p\beta}} = \frac{\partial C_{M}}{\partial \beta \partial \left(\frac{pd}{2u}\right)} = \frac{N_{p\alpha}p\alpha}{\left(\frac{pd}{2u}\right)\alpha QSd} = \frac{M_{p\beta}p\beta}{\left(\frac{pd}{2u}\right)\beta QSd}$$

$$C_{Z_{\delta}}$$
 aerodynamic asymmetry force, total coefficient

$$C_{Z_{\delta_{\epsilon}}^{-\delta_{\epsilon}}} = C_{Y_{\Gamma}^{-\delta_{\Gamma}}} + iC_{Z_{\epsilon}^{-\delta_{\epsilon}}} \delta_{\epsilon}$$

$$C_{M_{\delta_{\epsilon}}}^{\delta_{\epsilon}}$$
 aerodynamic asymmetry moment, total coefficient

$$\mathrm{C}_{M_{\delta_{\epsilon}}^{\overline{\delta_{\epsilon}}}} = \mathrm{C}_{M_{\delta_{\epsilon}}^{\delta_{\epsilon}}} + i \, \mathrm{C}_{N_{\delta_{r}}^{\delta_{r}}}$$

ď.	flechette body diameter (ft)
$\delta_{\epsilon}$	complex aerodynamic asymmetry vector
	$\delta_{\epsilon} = \delta_{r} + i\delta_{\epsilon}$
ô	phase angle (rad)
g	acceleration due to gravity 32.2 ft/sec <sup>2</sup>
γ	rotation angle between $\alpha$ , $\beta$ axis system and $\alpha'$ , $\beta'$ system
	to approximate pure pitching motion (deg.)
I <sub>x</sub>	axial moment of inertia (slugs-ft <sup>2</sup> )
I <sub>y</sub>	transverse moment of inertia (slugs-ft <sup>2</sup> )
$\frac{I_y}{J.A}$ .	jump angle vector (mils)
$\overrightarrow{K_1}$	nutation mode amplitude (deg)
$\frac{1}{K_2}$	precession mode amplitude (deg)
$\overrightarrow{K_3}$ , k-T	trim mode amplitude (deg)
$\overline{K_4}$	yaw of repose amplitude (deg)
k <sub>1</sub> , 2, 3, 4, 5, 6	dispersion or jump angle amplitude coefficients
$\lambda_{1,2};\lambda_{N,P}$	damping factors for nutation and precession modes
	respectively (rad/sec)
m	mass of flechette (slugs)
p	roll rate (rad/sec)
$p_{O}$	initial roll race (rad/sec)
$\overline{q}$	complex angular velocity (rad/sec)
	q = q + ir
q	pitching angular velocity (rad/sec)

$$Q = \frac{1}{2} \rho u^2$$

S reference area 
$$S = \frac{\pi d^2}{4}$$

$$\overline{S} = y + iz$$

$$\overline{S}_0 = y_0 + iz_0$$

$$\dot{S}_0 = \dot{y}_0 + i\dot{z}_0$$

$$u_{o}$$
 initial axial velocity (ft/sec)

$$\overline{v} = v + iw$$

# LIST OF SYMBOLS (concluded)

 $\omega, \omega_{N,P}$  nutation and precession mode frequencies (rad/sec) x,y,z position components

#### INTRODUCTION

The accuracy and dispersion of free flight vehicles has been a problem in aerodynamics and ballistics for many years. Until the present time, the primary investigations into causes and effects of jump (the angle between the line of boresight and the line connecting the point of launch with the instantaneous position on the trajectory,) and dispersion have been directed toward projectiles and, in particular, artillery rounds. A full program to investigate jump and dispersion characteristics of low trajectory inned bodies has been lacking and therefore is the subject of this dissertation. The purpose of this analysis is to develop a basic understanding of the parameters causing the jump and dispersion of flechettes. The flechette, being a gun launched finned body, requires a different approach to the problem. The old concept employed in the analysis of the dispersion of artillery rounds is that the dispersion results from initial launch disturbances imparted by the gun to the shell. 1,2 This concept is no longer valid for flechettes since the flechette is a fin missile, sabot launched, and its dispersion must be tied to the disturbances it encounters when clearing the muzzle blast and sabot separation region. In addition, asymmetries are more prevalent in finned bodies than projectiles and a finned body is more apt to be influenced by the blast. These factors must be taken into account by a theory involving finned bodies.

In order to develop this new approach, (1) a theoretical expression for jump and dispersion had to be developed, (2) the theory had to be

validated, (3) free flight test firings had to be undertaken and initial condition data extracted, and (4) the test firing results had to be correlated with the validated theory. The lump and Dispersion Theory was developed, in general, for both fin and spin stabilized missiles in air. The theory includes the effects of: initial conditions, Magnus, aerodynamic asymmetries, and gravity. In the past, theory development for projectiles included only initial angle of attack and initial angular rate. 1,3 Initial transverse velocity was considered non-existent or negligible. Zaroodny 5 included a linear momentum term to account for any transverse motion of the projectile but attributed it to the gun during recoil. Any transverse impulse imparted to the projectile by the blast was ignored. Other authors, including Sterne<sup>2</sup> attributed the jump only to bore clearance and therefore only included, effectively, the initial angle of attack. Magnus effects were always neglected in previous studies either due to lack of familiarity with the subject or lack of data. In general, all cross-forces, except lift, were neglected mainly for convenience sake. Zaroodny, however, cautioning against wholesale simplifying said "it would seem desirable that our formulas allow us to include these other forces as the experimental information on these forces becomes available." Aerodynamic asymmetries were reglected for projectiles but included in Murphy's work. 6 It was not until Nicolaides 7,8,9 that all four factors affecting dispersion; initial angle of attack, initial angular rate, initial transverse position and velocity, were put into one theory. The work presented here expands the work of Nicolaides to include all parameters affecting dispersion in detail. Three separate

equations comprise the theory to include the complete range of roll rates.

Before, only high roll rates were considered; with the study of finned bodies, the roll rate range extends down to zero roll and accurate theories had to be deduced from known aerodynamic equations.

To validate the theory, a six-degree-of-freedom trajectory computer program numerically integrating the equations of motion was utilized. The validation consisted of four phases. The procedure began with the most basic theory equation and consecutively added terms to validate the entire theory. Initial conditions, magnus, asymmetries and gravity were successively validated with roll rate and velocity varied in each phase.

Before the advent of adequate photographic material, obtaining test data was often difficult. At first, jump target data was taken separate from yaw data. The thinking was that the yaw data was part of the projectile's characteristics and not affecting jump. As photographic methods improved, and theories developed, the data was correlated. The correlation of the data was often a problem. A fit of the motion to a least squares method was difficult. Fowler, Kent, and Hitchcock developed a method that would plot the magnitude of the yaw separately from the orientation and then fit the curves separately. A better method was developed by McShane-Charters-Turetsky approximated the yawing motion to a circle. For projectiles the method has been refined and is an excellent method. However, for finned bodies with not always circular angular motions, a different method of data analysis had to be devised. Utilizing the free flight data taken by test engineers at Frankford Arsenal on a number of flechettes, the least squares method was employed to fit the data pre-

sented here. The nearly planar oscillations of the flechette in the first few feet downrange were fit to a pure pitching motion  $^{13,14}$  and the position downrange fit to a third order polynomial. From these results, angle of attack, angular rate and transverse position and velocity were determined for the first few feet downrange. Before, there was some controversy as to whether or not the least squares fit could be extrapolated back to the muzzle. Zaroodny contended that the x=0 position had to be taken out of the blast region to allow the aerodynamic equations to be valid. On the other hand, Kent, Hitchcock, Fowler and Sterne held to the fact that the free flight region began the instant the projectile left the bore. In the analysis of flechettes the position x=0 is taken somewhere downrange after the sabot separation sequence has occurred. This is seen to be 3 to 5 feet downrange and assumed clear of any muzzle blast effects.

The striking shortcoming of previous works is the lack of correlation between test data and valid theory. For the flechette, correlation between the theory and test data was undertaken as well as correlation between test results and first maximum yaw data. Currently, the first maximum yaw theory theory is held by some to be an accurate method of predicting dispersion. This theory disallows any influence of initial angular rate, transverse position or velocity on dispersion. The dispersion analysis presented here disproves this theory with actual test data. The details of each of these aspects of this program are developed in the following sections.

#### DISPERSION THEORY

Dispersion relationships for free flight vehicles are embedded in the trajectory equation of any such aeroballistic body. To evaluate the trajectory equation and thus the dispersion, the linear second-order differential equation of angular motion is a logical starting point.

$$\vec{w} + N_1 \vec{w} + N_2 \vec{w} = \vec{N}_3 e^{ipt} + \vec{N}_4$$
 (1)

where  $N_1$ ,  $N_2$ ,  $\vec{N}_3$ , and  $\vec{N}_4$  are constants.

$$N_{1} = \left[\frac{Z_{\mathbf{w}} + ipZ_{\mathbf{p}\mathbf{v}}}{Z_{\dot{\mathbf{w}}} - m}\right] + \frac{M_{\dot{\mathbf{w}}}}{I_{\mathbf{v}}} \left[\frac{m\mathbf{u} + Z_{\mathbf{q}}}{Z_{\dot{\mathbf{w}}} - m}\right] - \left[\frac{ipI_{\mathbf{x}}}{I_{\mathbf{y}}} + \frac{M_{\mathbf{q}}}{I_{\mathbf{y}}}\right]$$
(2)

$$N_{2} = \left[\frac{M_{w} + ipM_{pv}}{I_{v}}\right] \left[\frac{mu + Z_{q}}{Z_{\dot{w}}^{*} - m}\right] - \left[\frac{Z_{w} + ipZ_{pv}}{Z_{\dot{w}}^{*} - m}\right] \left[\frac{ipI_{x}}{I_{y}} + \frac{M_{q}}{I_{y}}\right]$$
(3)

$$\vec{N}_{3} = \left[\frac{Z_{\delta_{\epsilon}}\vec{\delta_{\epsilon}}}{Z_{\dot{w}}^{-m}}\right] \left[\frac{M_{q}}{I_{y}} + \frac{ipI_{x}}{I_{y}} - ip\right] - \frac{M_{\delta_{\epsilon}}\vec{\delta_{\epsilon}}}{I_{y}} \left[\frac{mu + Z_{q}}{Z_{\dot{w}}^{-m}}\right]$$
(4)

$$\vec{N}_4 = \frac{\text{img}}{I_v} \left[ \frac{M_q + ipI_x}{Z_{\dot{w}} - m} \right]. \tag{5}$$

In this discussion of dispersion theory, it is assumed that,

- (1) total velocity, u<sub>o</sub>, is constant, equal to u in the theory development.
- (2) all force and moment coefficients dependent on angle of attack are considered to be linear with angle of attack.
- (3) all force and moment coefficients independent of angle of attack are considered to be constant.

- (4) a linear relationship exists between x (distance down range) and time for the non-drag case.
- (5) roll rate, p, is considered to be constant.
- (6) products of force and moment derivatives are negligible, except those involving  $Z_{\delta_z}$  and  $M_{\delta_z}$  .

Utilizing these assumptions, and the binomial expansion of  $(Z_{\vec{w}}-m)^{-1}$ ,

2 , 3 , 4 and 5 become:

$$N_{1} \approx -\left[\frac{Z_{w} + ipZ_{pv}}{m}\right] - \left[\frac{M_{q} + uM_{\dot{w}}}{I_{v}}\right] - \frac{ipI_{x}}{I_{y}}$$
 (2a)

$$N_{2} \approx - u \left[ \frac{M_{w} + ipM_{pv}}{I_{y}} \right] + \frac{ipI_{x}}{I_{y}} \left[ \frac{Z_{w} + ipZ_{pv}}{m} \right]$$
 (3a)

$$\vec{N}_{3} \approx \frac{ipZ_{\delta_{\epsilon}}\vec{\delta}_{\epsilon}}{m} \left[ 1 - \frac{I_{X}}{I_{Y}} \right] + \frac{uM_{\delta_{\epsilon}}\vec{\delta}_{\epsilon}}{I_{Y}}$$
(4a)

$$\vec{N}_4 \approx g \left[ \frac{pI_X}{I_Y} \right]$$
 (5a)

The solution to Equation 1 is that of tricyclic motion; that is,

$$\vec{w} = \vec{K}_1 e^{\phi_1 t} + \vec{K}_2 e^{\phi_2 t} + \vec{K}_3 e^{ipt} + \vec{K}_4$$
 (6)

where the complex coefficients are:

$$\vec{K}_{1,2} = \frac{\vec{w}_0 - (\phi_{2,1}) \vec{w}_0 + \vec{K}_3 (\phi_{2,1} - ip)}{\phi_{1,2} - \phi_{2,1}}$$
(7)

$$\vec{K}_3 = \frac{\vec{N}_3}{(ip - \phi_1)(ip - \phi_2)} \tag{8}$$

$$\vec{K}_4 = \frac{\vec{N}_4}{N_2} \tag{9}$$

and

$$\phi_{1,2} = -\frac{N_1}{2} + \frac{1}{2} \sqrt{N_1^2 - 4N_2}$$
 (10)

The trajectory equation for free-flight motion:

$$\vec{\hat{S}} = (\vec{\hat{w}} - iu\vec{\hat{q}}) \tag{11}$$

An expression for  $\hat{q}$  is obtained from the equations of motion

$$\vec{q} = i\vec{w} \left[ \frac{Z_{\vec{w}} - m}{mu + Z_{q}} \right] + i\vec{w} \left[ \frac{Z_{w} + ipZp_{v}}{mu + Z_{q}} \right] + \left[ \frac{iZ_{\delta_{\vec{e}}}\vec{\delta_{\vec{e}}}}{mu + Z_{q}} \right] e^{ipt} - \left[ \frac{mg}{mu + Z_{q}} \right]$$

$$\vec{q} \approx -i\vec{w} \left[ 1 - \frac{Z_{q} + Z_{\vec{w}}}{m} \right] + i\vec{w} \left[ \frac{Z_{w} + ipZ_{pv}}{mu} \right] + \left[ \frac{iZ_{\delta_{\vec{e}}}\vec{\delta_{\vec{e}}}}{mu} \right] \cdot ipt - \frac{g}{u}$$
(12)

yielding a solution of the form:

$$\vec{S} = \vec{k}_1 e^{\phi_1 t} + \vec{k}_2 e^{\phi_2 t} + \vec{k}_3 e^{ipt} + \vec{k}_4 t^2 + \vec{k}_5 t + \vec{k}_6$$
 (13)

where the entire expression for the solution is:

$$\begin{split} \overrightarrow{S} &= \overrightarrow{K}_1 e^{\phi_1 t} \left[ \frac{1}{\phi_1} \left( \frac{Z_q + uZ_{\dot{w}}}{mu} \right) + \frac{u}{\phi^2} \left( \frac{Z_w + ipZ_{pv}}{mu} \right) \right] \\ &+ \overrightarrow{K}_2 e^{\phi_2 t} \left[ \frac{1}{\phi_2} \left( \frac{Z_q + uZ_{\dot{w}}}{mu} \right) + \frac{u}{\phi_2^2} \left( \frac{Z_w + ipZ_{pv}}{mu} \right) \right] \\ &+ \left[ \frac{Z_w + ipZ_{pv}}{m} \overrightarrow{K}_3 + \frac{Z_{\delta_{\varepsilon}} \overrightarrow{\delta_{\varepsilon}}}{m} \right] \int_0^t \int_0^t e^{ipt} dt dt \\ &+ \left[ \frac{Z_q + uZ_{\dot{w}}}{mu} \right] \overrightarrow{K}_3 \int_0^t e^{ipt} + \left[ \frac{\overrightarrow{K}_4}{2} \left( \frac{Z_w + ipZ_{pv}}{m} \right) + \frac{ig}{2} \right] t^2 \end{split}$$

$$+ t \left[ \overrightarrow{S}_{o} + \left( \frac{Z_{q} + uZ_{\dot{w}}}{mu} \right) (\overrightarrow{K}_{4} - \overrightarrow{w}_{o}) - \left( \frac{Z_{w} + ipZ_{pv}}{m} \right) \left( \frac{\overrightarrow{K}_{1}}{\phi_{1}} + \frac{\overrightarrow{K}_{2}}{\phi_{2}} \right) \right]$$

$$+ \left[ \overrightarrow{S}_{o} - \left( \frac{Z_{q} + uZ_{\dot{w}}}{mu} \right) \left( \frac{\overrightarrow{K}_{1}}{\phi_{1}} + \frac{\overrightarrow{K}_{2}}{\phi_{2}} \right) - \left( \frac{Z_{w} + ipZ_{pv}}{m} \right) \left( \frac{\overrightarrow{K}_{1}}{\phi_{1}^{2}} + \frac{\overrightarrow{K}_{2}}{\phi_{2}^{2}} \right) \right]$$

$$(14)$$

The term  $\left(\frac{Z_q + uZ_w}{mu}\right)$  is of an order of magnitude  $10^{-3}$  and thus is

reglected from all further discussion. This reduces 14 to:

$$\vec{S} = \vec{K}_1 e^{\phi_1 t} \left[ \frac{u}{\phi_1^2} \left( \frac{Z_w + ipZ_{pv}}{mu} \right) \right] + \vec{K}_2 e^{\phi_2 t} \left[ \frac{u}{\phi_2^2} \left( \frac{Z_w + ipZ_{pv}}{mu} \right) \right] \\
+ \left[ \frac{Z_w + ipZ_{pv}}{m} \vec{K}_3 + \frac{Z_{\delta \epsilon} \vec{\delta} \epsilon}{m} \right]_0 \int_0^t e^{ipt} dt dt + \left[ \frac{\vec{K}_4}{2} \left( \frac{Z_w + ipZ_{pv}}{m} \right) + \frac{ig}{2} \right] t^2$$

$$+ \ t \left[ \overrightarrow{\dot{S}_o} - \left( \frac{Z_w + ipZ_{pv}}{m} \right) \left( \frac{\overrightarrow{K}_1}{\phi_1} + \frac{\overrightarrow{K}_2}{\phi_2} \right) \right] + \left[ \overrightarrow{S_o} - \left( \frac{Z_w + ipZ_{pv}}{m} \right) \left( \frac{\overrightarrow{K}_1}{\phi_1^2} + \frac{\overrightarrow{K}_2}{\phi_1^2} \right) \right]$$

By further inspection, terms with  $\phi_1^2$  and  $\phi_2^2$  will be negligible since they contain products of force and moment derivatives. Equation 15 becomes:

$$\vec{S} = \left[ \frac{Z_{w} + ipZ_{pv}}{m} \vec{K}_{3} + \frac{Z_{\delta_{\epsilon}} \vec{\delta}_{\epsilon}}{m} \right] \int_{0}^{t} \int_{0}^{t} e^{ipt} dtdt + \left[ \frac{\vec{K}_{4}}{2} \left[ \frac{Z_{w} + ipZ_{pv}}{m} \right] + \frac{ig}{2} \right] t^{2} + t \left[ \vec{S}_{0} - \left( \frac{Z_{w} + ipZ_{pv}}{m} \right) \left( \frac{\vec{K}_{1}}{\phi_{1}} + \frac{\vec{K}_{2}}{\phi_{2}} \right) \right] + \vec{S}_{0}$$
(16)

Equation 16 contains only the significant terms in dispersion theory.

This equation is valid for all values of roll rate.

#### High Roll Rate Theory

For roll rates greater than 100 rad/sec, Equation 16 reduces to an approximate solution. Integration of the double integral gives:

$$\int_{0}^{t} \int_{0}^{t} e^{ipt} dtdt = \frac{e^{ipt}}{(ip)^{2}} - \frac{t}{ip} - \frac{1}{(ip)^{2}}$$

$$(17)$$

For high roll rates, the first and third terms go to zero, leaving only the second term to affect dispersion. Applying this approximation to Equation 16:

$$\vec{S} = \left[ \frac{\vec{K}_4}{2} \left( \frac{Z_W + ipZ_{pv}}{m} \right) + \frac{ig}{2} \right] t^2 + \left[ \vec{S}_0 - \left( \frac{Z_W + ipZ_{pv}}{m} \right) \left( \frac{\vec{K}_1}{\phi_1} + \frac{\vec{K}_2}{\phi_2} + \frac{\vec{K}_3}{ip} \right) + \frac{iZ_{\epsilon} \vec{\delta}_{\epsilon}}{mp} \right] t + \vec{S}_0$$
(18)

where, by applying previous aerodynamic relationships:

(19)

$$\left(\frac{\overrightarrow{K}_{1}}{\phi_{1}} + \frac{\overrightarrow{K}_{2}}{\phi_{2}} + \frac{\overrightarrow{K}_{3}}{ip}\right) = \left[\frac{\overrightarrow{w}_{0} - \overrightarrow{w}_{0} (\phi_{1} + \phi_{2})}{-\phi_{1}\phi_{2}}\right] + \left[\frac{uM_{\delta\epsilon}\overrightarrow{\delta\epsilon}}{\overrightarrow{l}_{y}} + i \frac{pZ_{\delta\epsilon}\overrightarrow{\delta\epsilon}}{m} (i - \frac{l_{x}}{\overrightarrow{l}_{y}})\right]$$

$$\phi_{1} + \phi_{2} = -N_{1}$$

$$\phi_{1}\phi_{2} = N_{2}$$

$$\overline{K}_{4} = -gpI_{X} \left[ \underbrace{\left( \frac{M_{\alpha} + p^{2}I_{X}}{mu} Z_{p\beta} \right) + i \left( \frac{pM_{p\beta} + pI_{X}}{mu} Z_{\alpha} \right)}_{} \right]$$
 (20)

Substituting 19 and 20 into 18 and expanding the various terms:

$$\overrightarrow{S} = \frac{igt^2}{2} \left[ 1 + \frac{ipI_x}{mud} \left[ \frac{C_{z_{\alpha}} + i\left(\frac{pd}{2}\right) C_{z_{p\beta}}}{\left(C_{M_{\alpha}} + \frac{pI_x}{mud} \frac{pd}{2u} C_{z_{p\beta}}\right) + i\left(C_{M_{p\beta}} \frac{pd}{2u} - \frac{pI_x}{mud} C_{z_{\alpha}}\right) \right]$$

$$+ \text{ ut} \left[ \begin{array}{c} \overrightarrow{S_o} \\ \overrightarrow{u} \end{array} + - \frac{I_y}{\text{mud}} \left[ \begin{array}{cccc} C_{z_{\alpha}} + i & \underline{pd} & C_{z_{p\beta}} \\ \hline \left( C_{M_{\alpha}} + \frac{\overline{pI_x}}{\text{mud}} & \underline{pd} & C_{z_{p\beta}} \right) + i \left( C_{M_{p\beta}} & \underline{pd} & - \frac{\overline{pI_x}}{\text{mud}} & C_{z_{\alpha}} \right) \end{array} \right]$$

(21)

$$+ i C_{Z_{\delta_{\epsilon}}} \delta_{\epsilon} \left[ \begin{array}{c} \rho u \pi d^{2} \\ \hline 8 mp \end{array} \right]$$

$$-\left[\overline{\dot{\alpha}}_{o}^{-}\alpha_{o}\left(\frac{\mathrm{ip}I_{x}}{I_{y}}\right)-C_{M_{\delta_{\epsilon}}}\overline{\dot{\delta}_{\epsilon}}\left(\frac{\rho u^{2}\pi\,\mathrm{d}^{3}}{8\,\mathrm{p}I_{y}}\right)-C_{z_{\delta_{\epsilon}}}\overline{\dot{\delta}_{\epsilon}}\left(1-\frac{I_{x}}{I_{y}}\right)\frac{\rho u\pi\mathrm{d}^{2}}{8\mathrm{m}}\right]\right]+\overline{S_{o}}$$

Employing assumption 6

$$\overrightarrow{S} = \frac{ig}{2} \left( \frac{x}{u} \right)^{2} \left[ 1 + \frac{ipI_{x}}{mud} \Lambda \right] + (x) \left[ \frac{\overrightarrow{S}_{o}}{u} + iC_{z_{\delta_{c}}} \overleftarrow{\delta_{c}} \left( \frac{\rho u \pi d^{2}}{8 mp} \right) \right] \\
- \frac{I_{y}}{mud} \Lambda \left[ \overrightarrow{\delta_{o}} - \overrightarrow{\alpha_{o}} \left( \frac{ipI_{x}}{I_{y}} \right) - C_{M_{\xi_{c}}} \overleftarrow{\delta_{c}} \left( \frac{\rho u^{2} \pi d^{3}}{8 pI_{y}} \right) \right] \\
- C_{z_{\delta_{c}}} \overleftarrow{\delta_{c}} \left( 1 - \frac{I_{x}}{I_{y}} \right) \underbrace{\rho u \pi d^{2}}_{8m} \right] + \overrightarrow{S}_{o}$$
(22)

where

**(** ;

$$A = \frac{C_{z_{\alpha}} + i\left(\frac{pd}{2u}\right)C_{z_{p\beta}}}{\left(C_{M_{\alpha}} + \frac{pI_{x}}{mud} \frac{pd}{2u} C_{z_{p\beta}}\right) + i\left(C_{M_{p\beta}} \frac{pd}{2u} - \frac{pI_{x}}{mud} C_{z_{\alpha}}\right)}$$

The mil-relation offers a method to define the Jump Angle from Equation 22.

$$Jump Angle = \frac{\overline{S}}{x} (10^3)$$
 (23)

$$\overline{J.A.} = \frac{ig}{2} \left(\frac{x}{u^2}\right) (10^3) \left[1 + \frac{ipI_x}{mud}A\right] + (10^3) \left[\frac{\dot{S}_0}{u} + iC_{z_{\delta}} \frac{\dot{\delta}_{\epsilon}}{\epsilon} \left(\frac{\rho u^{\pi} d^2}{8 mp}\right)\right] - \frac{I_y}{mud}A \left[\frac{\dot{\alpha}_0}{\alpha_0} - \frac{\dot{\alpha}_0}{\alpha_0} \left(\frac{ipI_x}{I_y}\right) - C_{M_{\delta}} \frac{\dot{\delta}_{\epsilon}}{\epsilon} \left(\frac{\rho u^2 \pi d^3}{8 pI_y}\right)\right] - C_{Z_{\delta}} \frac{\dot{\delta}_{\epsilon}}{\epsilon} \left(1 - \frac{I_x}{I_y}\right) \frac{\rho u \pi d^2}{8 m} + \frac{1000}{x} \frac{\dot{S}_0}{\delta} \right]$$
(24)

Equation 24 gives an approximation for the Jump Angle for high roll rate cases with gravity, at any position x down range.

# Low Roll Rate Theory

For roll rates less than 100 rad/sec but having a parameter, pt, greater than 1, Equation 16 can be reduced to another approximation.

As before, integration of the double integral yields Equation 17

$$\int_{0}^{t} \int_{0}^{t} e^{ipt} = \frac{e^{ipt}}{(ip)^{2}} - \frac{t}{ip} - \frac{1}{(ip)^{2}}$$

For low roll rates all three terms are significant to dispersion. Equation 16 now becomes:

$$\tilde{S} = \left(\frac{Z_{W} + ipZ_{p\beta}}{m} \overline{K_{3}} + \frac{Z_{\delta_{\epsilon}} \overline{\delta_{\epsilon}}}{m}\right) \left(1 - e^{ipt}\right) \frac{1}{p^{2}} + \left[\frac{\overline{K_{4}}}{2} \left(\frac{Z_{W} + ipZ_{p\beta}}{m}\right) + \frac{ig}{2}\right] t^{2} + \left[\overline{S_{0}} - \left(\frac{Z_{W} + ipZ_{p\beta}}{m}\right) \left(\frac{\overline{K_{1}}}{\phi_{1}} + \frac{\overline{K_{2}}}{\phi_{2}}\right) + \frac{\overline{K_{3}}}{ip} + \frac{iZ_{\delta_{\epsilon}} \overline{\delta_{\epsilon}}}{mp}\right] t + \overline{S_{0}}$$
(25)

The  $\overline{K_3}$  arm, or rolling trim vector must be separately examined. From Equation 8,

$$\overrightarrow{K}_3 = \frac{\overrightarrow{N}_3}{(ip-\phi_1)(ip-\phi_2)}$$

or

$$\overline{K_3} = \frac{\overline{N_3}}{(ip)^2 - ip(\phi_1 + \phi_2) + \phi_1 \phi_2}$$

Numerical inspection of the three denominator terms indicates that the first two terms can be neglected. Each term is not only less than 1% of the third term but also they're subtracted from one another to make their contribution even more minimal. Thus  $K_3$  is approximated by,

$$\overrightarrow{K}_{3} = -\frac{I_{y}}{md} \left[ \frac{i_{p}C_{z_{\delta_{\epsilon}}} \overleftarrow{\delta_{\epsilon}} \left(1 - \frac{I_{x}}{I_{y}}\right) + i \frac{mud}{I_{y}} C_{M_{\delta_{\epsilon}}} \overleftarrow{\delta_{\epsilon}}}{\left[C_{M_{\alpha}} + \frac{pI_{x}}{mud} \left(\frac{pd}{2u}\right) C_{z_{p\beta}}\right] + i \left[C_{M_{p\beta}} \left(\frac{pd}{2u}\right) - \left(\frac{pI_{x}}{mud}\right) C_{z_{\alpha}}\right]} \right]$$

for low roll rates, the second term in the numerator and the first term in the denominator dominate all other terms and become the only significant terms. Thus,

$$\overline{K}_{3} = -\frac{\operatorname{uiC}_{M_{\delta\epsilon}} \overline{\delta_{\epsilon}}}{\operatorname{C}_{M_{\alpha}}}$$
 (26)

The same approximation holds true for applicable terms in Equation 25, thus reducing the jump angle equation to:

$$\frac{\overrightarrow{J}. \overrightarrow{A}. = \left\{ \frac{ig}{2} \left( \frac{x}{u^2} \right) + \frac{\rho u^2 \pi d^2}{8 \operatorname{mp}^2} \left[ C_{Z_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} - i \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) C_{M_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} \right] (1 - e^{ipt}) \right\} \\
+ \left\{ \frac{\overrightarrow{S}_{O}}{u} + i C_{Z_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} \left( \frac{\rho u \pi d^2}{8 \operatorname{mp}} \right) - \frac{I_{y}}{\operatorname{mud}} A \left[ \overrightarrow{\alpha_{O}} - C_{M_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} \left( \frac{\rho u^2 \pi d^3}{8 \operatorname{pl}_{y}} \right) \right] \right\} \\
- C_{Z_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} \left( 1 - \frac{I_{x}}{I_{y}} \right) \frac{\rho u \pi d^2}{8 \operatorname{m}} \right] + \frac{\overrightarrow{S}_{O}}{x} (10^3)$$

Combining terms and dropping the negligible second last term,

$$\overrightarrow{J.A.} = \left[ \frac{ig}{2} \left( \frac{x}{u^2} \right) + \frac{\rho u^2 \pi d^2}{8 \text{ mi}} \left[ C_{Z_{\delta_{\epsilon}} \overleftarrow{\delta_{\epsilon}}} - i \left( \frac{C_{Z_{\alpha}}}{C_{m_{\alpha}}} \right) C_{M_{\delta_{\epsilon}} \overleftarrow{\delta_{\epsilon}}} \right] \frac{1}{p^2 x} + \frac{i}{pu} - \frac{e^{ipt}}{p^2 x} \right] + \left[ \frac{\overrightarrow{S_o}}{u} - \frac{I_y}{mud} \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) \overrightarrow{\alpha_o} \right] + \frac{\overrightarrow{S_o}}{x} \right] (10^3)$$
(27)

Expanding  $e^{ipt}$  to  $\cos p(\frac{x}{u}) + i \sin p(\frac{x}{u})$ ,

$$\overrightarrow{J.A.} = \left(\frac{ig}{2}\left(\frac{x}{u^2}\right) + \frac{\rho u^2 \pi d^2}{8 \operatorname{mx}} \left[C_{Z_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} - i\left(\frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}}\right) C_{M_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}}\right] \left[\frac{1}{p^2} \left(1 - \cos p \frac{x}{u}\right) + \frac{i}{p}\left(\frac{x}{u} - \frac{\sin p \frac{x}{u}}{p}\right)\right] + \left[\frac{\dot{S_o}}{u} - \frac{I_y}{\operatorname{mud}}\left(\frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}}\right) \overrightarrow{\alpha_o}\right] + \frac{\dot{S_o}}{x}\right\} (10^3)$$

Equation 28 accurately approximates the jump angle for roll rates:

$$p > 100 \text{ rad/sec}$$
 $pt \ge 1.0$ 

# Very Slow Roll Rate Theory

For very low roll rates; that is,  $p \ge 0$  and  $pt \le 1$ , Equation 28 is again applicable.

One approximation is used, however, and that is that  $\cos\left(\frac{px}{u}\right)$  and  $\sin\left(\frac{px}{u}\right)$  are approximated by power series.

$$\cos\left(\frac{px}{u}\right) = 1 - \frac{(px)^2}{2u^2} + \frac{(px)^4}{24u^4} - \frac{(px)^6}{720u^6} + \dots$$

$$\sin\left(\frac{px}{u}\right) = \frac{px}{u} - \frac{(px)^3}{6u^3} + \frac{(px)^5}{120u^5} - \frac{(px)^7}{5040u^7} + \dots$$
(29)

Substituting and simplifying,

$$\overrightarrow{J.A.} = \left\{ \frac{ig}{2} \left( \frac{x}{u^2} \right) + \frac{\rho \pi d^2 x}{16m} \left[ C_{Z_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} - i \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) C_{M_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} \right] \left[ \left( 1 - \frac{1}{12} \left( \frac{px}{u} \right)^2 + \frac{1}{360} \left( \frac{px}{u} \right)^4 \right) + i \left( \frac{px}{3u} - \frac{1}{60} \left( \frac{px}{u} \right)^3 + \frac{1}{2520} \left( \frac{px}{u} \right)^5 \right) \right] + \left[ \frac{\overrightarrow{S_o}}{u} - \frac{I_y}{mud} \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) \overrightarrow{\Delta_o} \right] + \frac{\overrightarrow{S_o}}{x} \right\} (10^3)$$
(30)

## VALIDATION OF THEORY

The theoretical expressions for Jump Angle; Equations 24, 28 and 30; show that the dispersion depends on the initial conditions, aerodynamic coefficients, distance downrange, and mass parameters. Dispersion for this theoretical analysis is defined to be the deviation from the line of fire. By analyzing only one Flechette configuration to validate the theory, the producibility Ground Point, and taking all cases to be evaluated at 1000 feet downrange, then the expression for the Jump Angle can only be affected by the initial conditions and aerodynamic coefficients.

To assure that the three equations for Jump Angle are valid and to show the effects for various initial conditions and aerodynamic coefficients, the expressions for the Jump Angle were evaluated for a series of cases and compared to numerical integration of the six-degree-of-freedom equations of motion, (6-D). A sample case run can be found in Appendix A-2. The series of cases is broken down into various phases of development. Phase I considers various initial conditions but with only the restoring and damping aerodynamic coefficients. This phase validates the use of initial conditions alone. Phase II utilizes a set of constant initial conditions, except for roll rate, and constant restoring and damping coefficients, while varying Magnus coefficients to determine their influence. Phase III brings into consideration all the aerodynamic coefficients to include the configurational asymmetry coefficients.

Different coefficients are used by varying the initial velocity and roll

Phase IV considers the effects of gravity for various initial velocities and roll rates. No configurational asymmetries are used in order to isolate the gravitational influence. Values for all coefficients are found in Appendix A1, as well as other data including mass parameters. Since computations were done at 1000 ft downrange, the Jump Angle in mils is equivalent to the deviation from the line of fire in feet for all presented cases. The axis system used throughout this analysis is illustrated in the list of symbols.

# Phase I

To validate the effects of initial conditions with restoring and damping coefficients only, 36 cases were evaluated using the high roll rate theory, Equation 24. The cases are divided into 4 sections isolating different initial conditions and their effects.

# Cases 1-9

The first section shows the effects of roll rate and velocity with zero  $\vec{S}_0$ ,  $\vec{\alpha}_0$  and  $\vec{\dot{\alpha}}_0$ 

TABLE I
THEORY VALIDATION, RESTORING AND DAMPING MOMENTS, CASES 1-9

C		nit	ial (	Conditio	ns	<del></del>	Coeffi		C	J. A (mils)	
A S E	<u>s</u>	$\overrightarrow{\alpha}_{\mathcal{O}}$	$\frac{1}{\alpha_0}$	p <sub>o</sub>	u <sub>o</sub>	$C_{Z_{\alpha}}$ $C_{M_{\alpha}}$ $C_{M_{q}} + C_{M_{\alpha}}$		С <sub>Ирв</sub>	C <sub>YE</sub> C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
1 2 3 4 5	0 0 0	0 0 0	0 0 0 0 0 0	31416 18850 6283 31416 18850	5000 3000	A	1			0 + 0i 0 + 0i 0 + 0i 0 + 0i 0 + 0i	0 + 0i 0 + 0i 0 + 0i 0 + 0i 0 + 0i 0 + 0i
6 7 8 9	0 0		0 0 0	6283 31416 18850 6283	1000	A	1			0 + 0i 0 + 0i 0 + 0i 0 + 0i 0 + 0i	0 + 0i 0 + 0i 0 + 0i 0 + 0i

Table I clearly indicates that no deviation from the line of fire occurs if  $\dot{S}_{\rm C}$ ,  $\overline{\alpha}_{\rm O}$ , and  $\dot{\alpha}_{\rm O}$  are set to zero. Roll rate and velocity changes have no effect on the jump Angle for this particular situation. This is a trivial solution, it being obvious from inspection of Equation 24.

## Cases 10-18

The second section gives the effects of initial translational velocity,  $\dot{\hat{S}}_{o} = \dot{y} + i\dot{z}$ , with various roll rates and velocities. To assure the solution is correct in three dimensional space, the initial translation velocity is given in both y and iz directions. Equation 24 reduces to:

$$\overrightarrow{J.A.} = \frac{1000}{u} \overrightarrow{S_0}$$

TABLE II

THEORY VALIDATION, RESTORING AND DAMPING MOMENTS, CASES 10-18

C		Initi	ial C	ondition	ns		ficients		J.A. (mils)	
A S E	1.S <sub>0</sub>	$\vec{\alpha}_{o}$	$\frac{1}{\dot{\alpha}_{\rm O}}$	p <sub>o</sub>	u <sub>o</sub>	$C_{Z\alpha}$ $C_{M\alpha}$ $C_{Mq}$ + $C_{M}$	$\dot{\alpha}$ $C_{z_{p\beta}}$ $C_{M_{p\beta}}$	C <sub>YE</sub> C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
10	100+ 100i	111	0	31416					20.002 + 20.006 i	20.000 + 20.000 i
11	100 : 100 :	i	0	18850	5000				20.002 + 20.006 i	20.000 + 20.000 i
12	100 ·	0	0	6283					20.002 + 20.006 i	20.000 + 20.000 i
13	100 - 100 :		0	31416					33.346 + 33.368 i	33.333 + 33.333 i
14	100 ·	2 / 1	0	18850	3000	A1	0	0	33.346 + 33.368 i	33.333 + 33.333 i
15	100 100		0	6283					33.346 + 33.368 i	33.333 + 33.333 i
16	100 100		0	31416					100.254 + 100.765 i	
17	100 100	111	0	18850	1000				100.254+ 100.764 i	
18	100 100		0	6283					100.257 + 100.765 i	

The correlation between the theory and the 6-D integration for Cases 10-18 is excellent as shown in Table II. The Jump Angle is seen to 12 affected by velocity but not roll rate, as would be expected from the reduced Jump Angle equation. Figure I illustrates the deviation from the line of fire for initial velocities of 5000 ft/sec (Cases 10-12), 3000 ft/sec (Cases 13-15) and 1000 ft/sec (Cases 16-18). Since the theory and 6-D

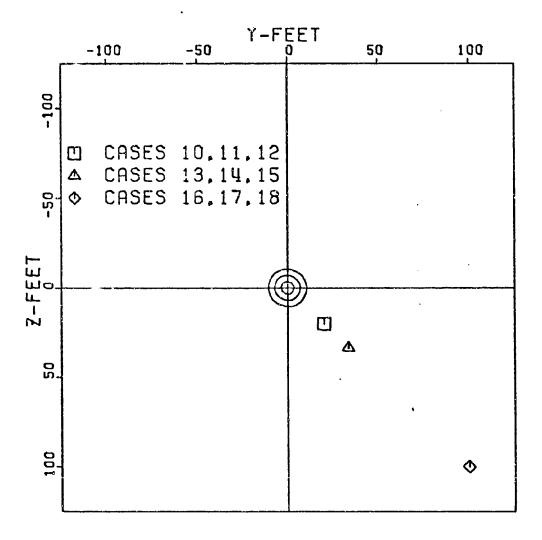
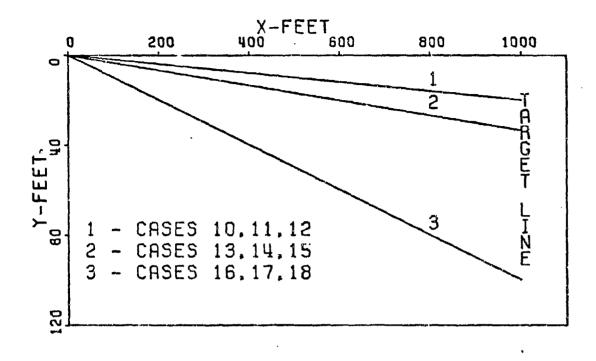


Figure 1. Dispersion: Phase I Cases 10-18



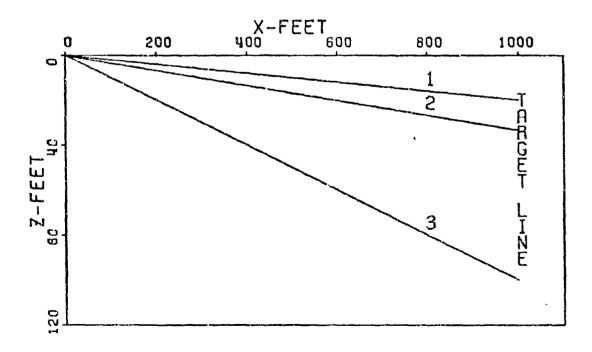


Figure 2. Trajectories, Cases 10-18

are so close, they are plotted as one point. Figure 2 illustrates the trajectory in both the x-y and x-z planes. The deviation from the line of fire is linear with distance downrange in both planes. This would be expected with no gravitational force acting.

# Cases 19-27

The third section gives the effects of initial angle of anack,  $\vec{a_0}$ , with various roll rates and velocities. Again a complex initial condition is used to validate the theory in three dimensional space. Equation 24 reduces to:

$$\overline{J.A.} = i\overline{\alpha_0} \left( \frac{pI_X}{mud} \right) \left[ \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}} - i \left( \frac{pI_X}{mud} \right) C_{Z_{\alpha}}} \right] 1000$$

Table III shows the range of error between the 6-D computation and the theory to be 0.036 to 0.040 mils in the y-direction and 0.038 to 0.041 mils in the z-direction. Although the y-direction deviations differ in sign, the error between them is approximately 0.00225 degrees, an extremely small angle. This angle will give an approximate deviation of 0.04 feet from the line of fire at 1000 feet downrange. With the J.A. being so close to zero it can be expected that the signs may differ due to computational errors. The results do show Jump Angle variance with both roll rate and velocity. The largest changes occur as velocity goes to 1000 ft/sec.

TABLE III

THEORY VALIDATION, RESTORING AND DAMPING MOMENTS, CASES 19-27

C A		Initi	al C	ondition		Coeffic C <sub>Zα</sub>	$C_{YE}$		<u>ī.</u> λ.	(mils)
S E	÷ Šo	$\overline{\alpha}_{\mathrm{O}}^{*}$	<u>-</u> α <sub>0</sub>	p <sub>o</sub>	u <sub>c</sub>	$^{\mathrm{C_{M}}_{lpha}}$ $^{\mathrm{C_{M}}_{\mathbf{q}}+\mathrm{C_{M}}}\dot{lpha}$	$C_{Z_{p\beta}}$ $C_{M_{p\beta}}$	C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
19	0	l+i	0	31416				1	0.012+ 0.068i	-0.027 +0.027i
20	0	141	0	18850	5000				0.023+ 0.058i	-0.017 +0.017i
21	0	1+ i	0	6283					0.034+ 0.047i	-0.006 +0.006i
22	0	l+i	0	31416					0.012+ 0.067+	-0.026 +0.026i
23	0	l+i	O	18850	3000	AL	o	0	0.022+ 0.056i	-0.016 +0.016i
24	0	l⊣i	0	6283					0.0334 0.046i	-0.005 +0.005i
25	O	l+i	0	31416					-0.037+ 0.111i	-0.073 +0.073i
26	0	l+i	O	18850	1000				-0.008+ 0.082i	-0.044 +0.044i
27	0	l+i	0	6283					0.021+ 0.053i	-0.015 +0.015i

Cases 28-36

The fourth section gives the effects of initial angular rate  $\dot{\alpha}_0$ , with varying roll rate and velocity. An angular rate of 250 rad/sec is used in both directions of the complex plane to test validity in three dimensional space. Equation 24 reduces to:

$$\overline{J.A.} = -\frac{1}{\alpha_0} \left( \frac{I_y}{mud} \right) \left[ \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}} - i \left( \frac{pI_x}{mud} \right) C_{Z_{\alpha}}} \right] 1000$$

# TABLE IV THEORY VALIDATION, RESTORING AND DAMPING MOMENTS, CASES 28-36

С		Init	rial C	onditio	ne	Coeffic	cients		J.A. (mils)	
Λ						$^{\mathrm{C}_{\mathrm{Z}}}\alpha$		$c_{YE}$	J. 21.	(11112)
S E	<b>1.</b> S <sub>0</sub>	ā°o	$\frac{-\dot{\alpha}_{0}}{\dot{\alpha}_{0}}$	P <sub>O</sub>	u <sub>o</sub>	$C_{M_{\alpha}}^{C_{M_{\alpha}}}$	$C_{Z_{p\beta}}$	C <sub>ZE</sub> CME C <sub>NE</sub>	6-1)	Theory
28	0	0	250+ 250i	31416					-2.027 -2.034i	-2.073 -2.073i
29	0	0	250+ 250i	18850	5900				-2.025 -2.030i	-2 073 -2.673i
30	0	0	250± 250i	6283					-2.027 -2.029i	-2.073 -2.073i
31	0	0	250+ 250i	31416					-1,961 -1,967i	-1.970 -1.970i
32	0	0	250± 250t	18850	3000	ΔI	0	0	-1.962 -1.966i	-1.970 -1.970i
33	0	0	250+ 250i	6283					-1.964 -1.964i	-1.970 -1.9701
34	0	()	250± 250i	31416					-5.238 -5.274i	-5.540 -5.540i
35	υ	()	250+ 250i	18850	1000				-5.243 -5.264i	-5.540 -5.540i
36	O	0	250+ 250i	6283					-5.254 -5.260i	-5.540 -5.540i

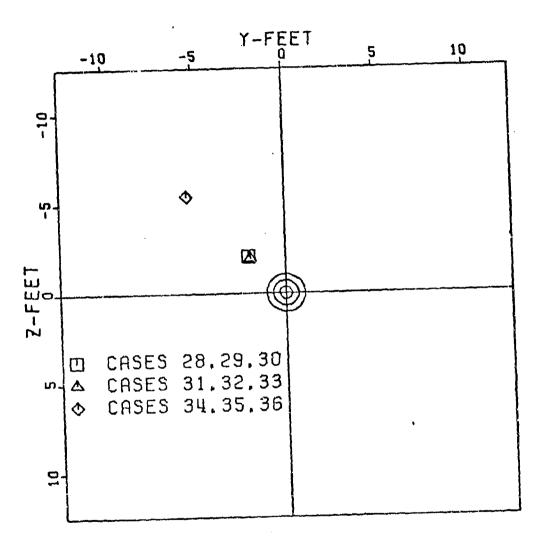
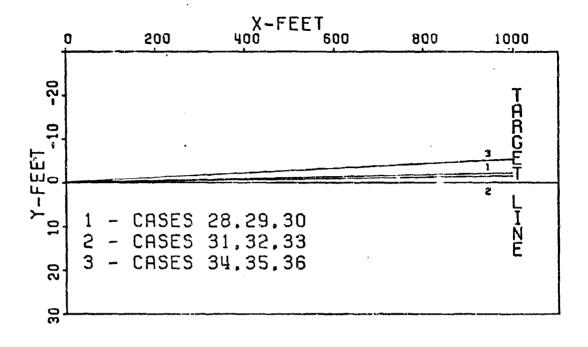


Figure 3. Dispersion: Phase I Cases 28-36



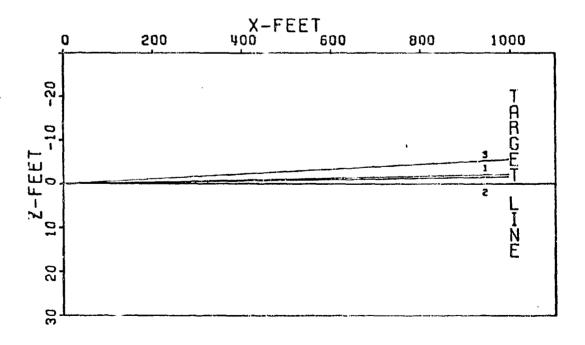


Figure 4. Trajectories, Cases 28-36

Table IV indicates excellent agreement between the theory and 6-D computations. Roll rate is found not to affect the Jump Angle appreciably but velocity does, as would be expected from the reduced Jump Angle equation. Figure 3 shows the dispersion pattern while Figure 4 illustrates the trajectories. Cases 28,29, and 30 are plotted as one point due to the small difference between them. Cases 31, 32, 33 and 34, 35, and 36 are plotted similarly.

#### Phase II

To validate the effect of Magnus Forces and Moments on the dispersion of flechettes, 21 Cases were run varying the initial roll rate and Magnus Coefficients. All other conditions were held constant. The variance of Magnus coefficients with Mach number had to be chosen since no data was available. Arbitrarily, the ratio of  $C_{2p\beta}/C_{Mp\beta}$  was chosen to be the same as that of  $C_{2\alpha}/C_{M\alpha}$ . The Magnus Coefficients used are presented as functions of Mach Number in Appendix A1 with only the values at Mach 4.5 tabulated here for identification sake:

TABLE V

MAGNUS COEFFICIENTS.
AT MACH 4.5

$^{\mathrm{C}_{\mathbf{z}}}_{\mathrm{p}_{eta}}$	$c_{M_{p_{eta}}}$
<u>+</u> 34,8	′ <u>+</u> 110.0
<u>+</u> 31.6	<u>+</u> 100.0
<u>+</u> 28.4	<u>+</u> 90.0

Equation 24 now becomes:

$$\overrightarrow{J.A.} = \begin{bmatrix} \overrightarrow{S_O} & I_y \\ \overrightarrow{u} & -\overrightarrow{I_{Q}} & \overrightarrow{\alpha_O} & \overrightarrow{\alpha_O} & \overrightarrow{I_{Q}} \\ \hline C_{Z_{\alpha}} + i & (\frac{pd}{2u}) C_{Z_{p\beta}} \\ \hline (C_{M_{\alpha}} + \frac{pI_x}{mud} & \frac{pd}{2u} & C_{Z_{p\beta}}) + i & (C_{M_{p\beta}} & \frac{pd}{2u} & -\frac{pI_x}{mud} & C_{Z_{\alpha}}) \end{bmatrix} 1000$$

Initial conditions used in this section are consistent with those of other sections to provide a basis for comparison. Three cases of zero Magnus were run, one at each roll rate to provide a standard to judge the influence of Magnus.

The effects of Magnus coefficients on dispersion are minimal as seen in Table VI. The variance between the zero Magnus cases and any other case is found not to be greater then 0.209 mils (or feet at 1000 feet of range). In order to obtain the maximum Magnus effects, the largest possible Magnus coefficients were used. Hence,  $C_{Z_p\beta} = 34.8$  and  $C_{M_{p\beta}} = 110.0$  are the largest possible coefficients since cases 40 and 49 become unstable. Table VI indicates the effects (for positive Magnus coefficients)

- (1) increasing horizontal dispersion with increasing p
- (2) decreasing vertical dispersion with increasing p
- (3) increasing horizontal dispersion with increasing Magnus
- (4) decreasing vertical dispersion with increasing Magnus

TABLE VI
THEORY VALIDATION, MAGNUS, CASES 37-57

C A S E	Roll Magnus Rate Forces & Moments	p <sub>o</sub> 31416 rad/sec	p <sub>o</sub> 18850 rad/sec	p <sub>o</sub> 6283 rad/sec
37 38 39	$C_{Zp\beta} = 0.0$ $C_{Mp\beta} = 0.0$	(6-D) 17.994+ 18.042i Theory 17.900+ 17.954i	(6-D) 18.003+ 18.032i Theory 17.910+ 17.944i	(6-D) 18.013+ 18.022i Theory 17.921+ 17.933i
40 41 42	$C_{Z_{p\beta}} = 34.8$ $C_{M_{p\beta}} = 110.0$	Unstable	18.141+ 17.903i 17.909+ 17.942i	18.057+ 17.979i 17.920+ 17.931i
43 44 45	$C_{Z_{p\beta}} = 31.6$ $C_{M_{p\beta}} = 100.0$	18.203+ 17.849i 17.899 17.954i	18.123+ 17.915i 17.909 17.942i	18.053+ 17.982i 17.920+ 17.931i
46 47 48	$C_{Z_{p\beta}} = 28.4$ $C_{M_{p\beta}} = 90.0$	18. 183+ 17. 869i 17. 899 17. 954i	18.114+ 17.925i 17.909 17.942i	18.050+ 17.987i 17.920+ 17.931i
49 50 51	$C_{Z_{p\beta}} = -34.8$ $C_{M_{p\beta}} = -110.0$	Unstable	17.877+ 18.170i . 17.090+ 17.942i	17.969+ 18.067i 17.920+ 17.931i
52 53 54	$C_{Z_{p\beta}} = -31.6$ $C_{M_{p\beta}} = -100.0$	17.807+ 18.258i 17.899+ 17.954i	17.888+ 18.158i 17.909+ 17.942i	17.973+ 18.063i 17.920+ 17.931i
55 56 57	$C_{Z_{p\beta}} = -28.4$ $C_{M_{p\beta}} = -90.0$	17.826+ 18.233i 17.899+ 17.954i	17.900+ 18.144i 17.909+ 17.942i	17.977+ 18.059i 17.820+ 17.931i

# $CMPB=\pm90.0$

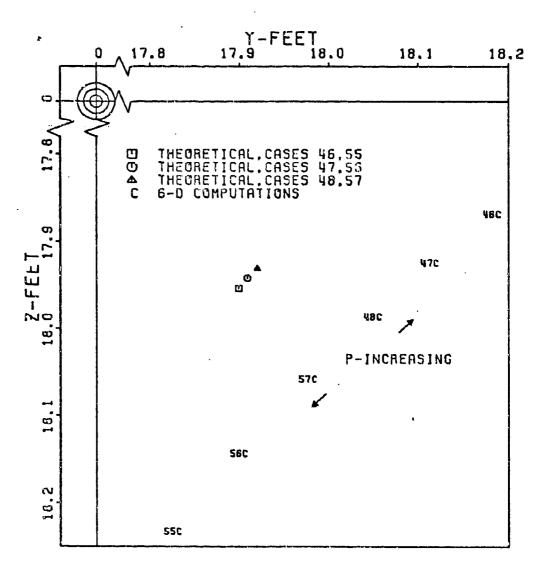


Figure 5. Dispersion: Phase II Cases 46,47,48,55,56,57

# P=18850 RAD/SEC

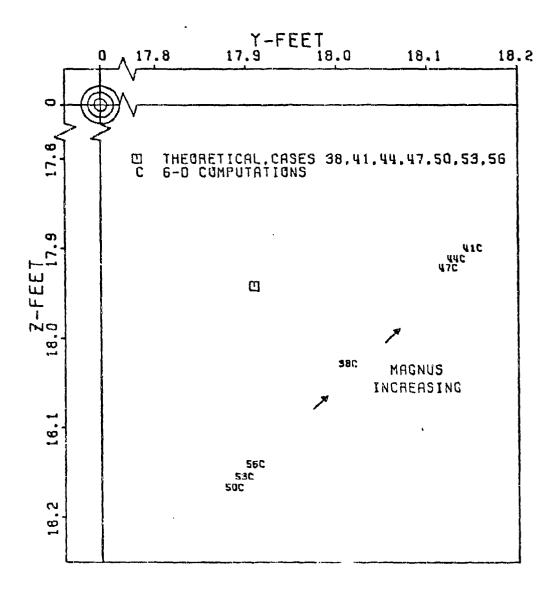


Figure 6. Dispersion: Phase II Cases 38,41,44,47,50,53,56

(for negative Magnus coefficients)

- (5) decreasing horizontal dispersion with increasing p
- (6) increasing vertical dispersion with increasing p
- (7) decreasing horizontal dispersion with decreasing Magnus
- (8) increasing vertical dispersion with decreasing Magnus For example, Figure 5 illustrates the effects of roll rate for constant Magnus coefficients of  $\pm$  90° (1,2,5,6 above). Figure 6 illustrates the effects of Magnus for a constant sample roll rate (3,4,7,8 above). Obviously, when only a 0.209 mil maximum deviation due to Magnus occurs when the situation is geared toward finding the largest effect due to Magnus, smaller deviations due to Magnus would be found in actual situations. It can be concluded that Magnus has no large effect on dispersion although it could be significant if the total dispersion is close to zero.

## Phase III

To validate the effects of aerodynamic asymmetries on dispersion of flechettes, a large number of cases were run varying roll rate, velocity, and initial conditions while holding the asymmetry coefficients constant. The asymmetries coefficients were selected to allow  $1^{\rm O}$  of non-rolling trim to exist while the flechette was in flight. The asymmetry coefficients,  $C_{\rm YE}$ ,  $C_{\rm ZE}$ ,  $C_{\rm ME}$  and  $C_{\rm NE}$  are presented in Appendix A-1 as a function of Mach number. The variance with Mach number was chosen arbitrarily: the ratio of asymmetry force to asymmetry moment identical to the ratio

of  $C_{Z_{\alpha}}$  to  $C_{M_{\alpha}}$ . The wide range of roll rates makes mandatory use of all three dispersion theories. The governing equations are presented as they apply.

# Cases 58-90

The first set of cases utilizes zero initial disturbances while varying velocity and roll rate. For roll rates of 31416 rad/sec down to 100 rad/sec the High Roll Rate Theory yields the governing equation,

$$\overline{J.A.} = \frac{\rho u \pi d^2}{8m} \left[ C_{M_{\delta_{\epsilon}}} \frac{\delta_{\epsilon}}{\delta_{\epsilon}} \left( \frac{A}{p} \right) + C_{Z_{\delta_{\epsilon}}} \frac{\delta_{\epsilon}}{\delta_{\epsilon}} \left( \frac{I_{y} - I_{x}}{mud} A + \frac{i}{p} \right) \right] 1000$$

For roll rates: p < 100 rad/sec and  $pt \ge 1.0$ , the Low Roll Rate Theory takes effect:

$$\overline{J.A.} = \frac{\rho u^2 \pi d^2}{8mx} \left[ C_{Z_{\delta_{\epsilon}} \overline{\delta_{\epsilon}} - i} \left( \frac{C_{Z \alpha}}{C_{M \alpha}} \right) C_{M_{\delta_{\epsilon}} \overline{\delta_{\epsilon}}} \right] \left[ \frac{1}{p^2} \left( 1 - \cos \frac{px}{u} \right) + \frac{1}{p} \left( \frac{x}{u} - \frac{1}{p} \sin \frac{px}{u} \right) \right] 1000$$

Finally, the very Slow Roll Rate Theory applies for values of pt < 1.0:

$$\overline{J.A.} = \frac{\rho \pi d^{2} x}{16m} \left[ C_{Z_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} - i \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) C_{M_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} \right] \left[ \left( 1 - \frac{1}{12} \left( \frac{px}{u} \right)^{2} + \frac{1}{360} \left( \frac{px}{u} \right)^{4} \right) + i \left( \frac{px}{3u} - \frac{1}{60} \left( \frac{px}{u} \right)^{3} + \frac{1}{2520} \left( \frac{px}{u} \right) \right) \right] 1000$$

Tables 7, 8, and 9 list Cases 58-90:

TABLE VII
THEORY VALIDATION, ASYMMETRIES,
CASES 58-68

С		Initi	al Co	ndition	ıs	1	fficient			ī.Ā.	J.A. (mils)		
A S						$^{C_{Z}}\alpha$			$c_{YE}$				
Е	÷s₀	<b>†</b> α°	itial Conditions $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		$ \begin{pmatrix} C_{Z} \\ M \dot{\alpha} \end{pmatrix} $	<sup>z</sup> pβ <sup>A</sup> pβ	C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory				
58	0	0	0	31416	<b>†</b>					0.018- 0.013i	0.018- 0.014i		
59	0	0	0	18850						0.030-	0.029- 0.025i		
60	0	0	0	6283						0.060- ().127i	0.064- 0.130i		
61	0	0	0	500						0.997- 0.992i	1.013- 1.009i		
62	0	0	0	300						1.620- 1.721i	1.688- 1.683i		
63	0	0	0	100	5000	A1		1 <u>4</u> 1 1	Λ1	4.574- 4.896i	4.675- 4.975i		
64	0	0	0	50						8.666- 12.280i	8.780- 12.489i		
65	0	0	0	25						20.669- 26.418i	21.150- 26.927i		
66	0	0	0	10						-7.973 -62.197i	-8.210 -63.210i		
67	0	0	0	5						-29.857 -61.459i	-30.372 -62.353i		
68	0	0	0	0						-49.706 -49.706i	-50.427 -50.427i		

TABLE VIII
THEORY VALIDATION, ASYMMETRIES,
CASES 69-79

С		Init	ial (	Conditio	13.0	Coeffic	ients		rossenta A	(mils)
C A S E		HIIL	lai	JOHOTEIO		$^{\mathrm{C}}_{\mathrm{Z}_{\alpha}}$		$c_{YE}$	ĺ	(mns)
	s <sub>o</sub>	$\vec{\alpha}_{_{\mathrm{O}}}$	$\frac{1}{\dot{\alpha}_{0}}$	p <sub>o</sub>	u <sub>o</sub>	$C_{M_{\alpha}}$ $C_{M_{q}} + C_{M_{\alpha}}$	$C_{\mathbf{Z}_{\mathbf{p}\beta}}$	C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
69	0	O	0	31416	4				0.008- 0.004i	0.009- 0.004i
70	0	0	0	18850					0.013- 0.008i	0.013- 0.008i
71	0	0	0	6283					0.033- 0.028i	0.034- 0.029i
72	0	0	0	500					0.394- 0.398i	0.401- 0.395i
73	0	0	0	300					0.663- 0.659i	0.666- 0.662i
74	0	0	0	100	3000	Λ1	Al	Al	1.841- 1.998i	1.994- 1.98-i
75	0	0	0	50					3.780- 4.513i	3,411- 4,164i
76	0	0	Ċ	25					5.676- 8.457i	5.721- 8.5164
77	O	0	0	10					9.203- 32.628i	9.217 32.897i
78	0	0	0	5					-41.029- -41.9851	-42.273i -42.273i
79	0	0	0	0					-33.014 -33.014i	-33, 194 -33, 194i

TABLE IX
THEORY VALIDATION, ASYMMETRIES,
CASES 80-90

С							Coeffici	ents		<u>J.Ā.</u> (	mila
A		]	Initi	al C	londition	is	$^{\mathrm{C}}_{\mathrm{Z}_{lpha}}$		$c_{YE}$	J. 21. (	mus)
S E	Sc	,	$\frac{1}{\alpha_{0}}$	$\frac{1}{\dot{\alpha}_{0}}$	p <sub>o</sub>	u <sub>o</sub>	$\begin{bmatrix} \mathrm{C}_{\mathrm{Z}_{lpha}} \\ \mathrm{C}_{\mathrm{M}_{lpha}} \\ \mathrm{C}_{\mathrm{M}_{\mathbf{q}}^{+}} \mathrm{C}_{\mathrm{M}_{\dot{lpha}}} \end{bmatrix}$	$C_{Z_{p\beta}}$	C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
80	0	$\downarrow$	0	0	31416	Þ	4	17		Uns	stable
81	0	╬	0	0	18850					Un	stable
81	╢	+	0	0	10000						
82	0		0	0	6283					0.025- 0.010i	0.023- 0.014i
83		)	0	0	500					0.241- 0.229i	0.238- 0.229i
84	(	)	n	0	300					0.396- 0.380i	0.394- 0.385i
85		)	0	0	100	1000	A1	Λ1	A1	1.177- 1.160i	1.174- 1.165i
86		)	0	0	50					2.346- 2.329i	1 :
87		0	0	0	25					4.684- 4.672i	1 1
88		0	0	0	10					10.224- 14.447i	1
89		0	0	0	3					24.402- 31.013i	
90	)	0	0	0	0					-58.711 -58.711i	-58.450 -58.450i

Evident from Tables VII, VIII, IX is the fact that roll rate has tremendous influence on the dispersion of flechettes with aerodynamic asymmetries. Figures 7, 8, and 9 illustrate the dispersion pattern for these cases. The 6-D computations and theory are in very good agreement considering the large deviations involved. It should be noted that the actual flechette with its velocity approaching 5000 ft/sec is affected very little by aerodynamic asymmetries. However, if the flechette were only to roll very slowly, large dispersion ranges in excess of 60 mils could occur. Velocity also has a noticeable effect an dispersion. Figure 10 shows the three theory curves from Figures 7, 8, 9 in composite to illustrate velocity effects. A sample trajectory, Case 79, is shown in Figure 11, illustrating the curved path of flight. This is typical of trajectories involving aerodynamic asymmetries.

### Cases 91-123

To show the relation between the effects on dispersion for initial transverse velocity and aerodynamic asymmetries a second set of cases were run. Roll rate and velocity were varied as in the first set of cases, but  $\frac{1}{S_0}$  was set at (100 + 100i) ft/sec with  $\frac{1}{S_0} = 0$  and  $\frac{1}{S_0} = 0$ . Tables X, XI, and XII list the results. For high roll rate cases, Equation 24 becomes:

$$\overline{J.A.} = \left[ \frac{\overline{S_o}}{u} + \frac{\rho u \pi d^2}{8m} \left[ C_{M_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} \left( \frac{A}{p} \right) + C_{Z_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} \left( \frac{I_y - I_x}{m u d} A + \frac{i}{p} \right) \right] 1000$$

For low rate cases, Equation 28 becomes:

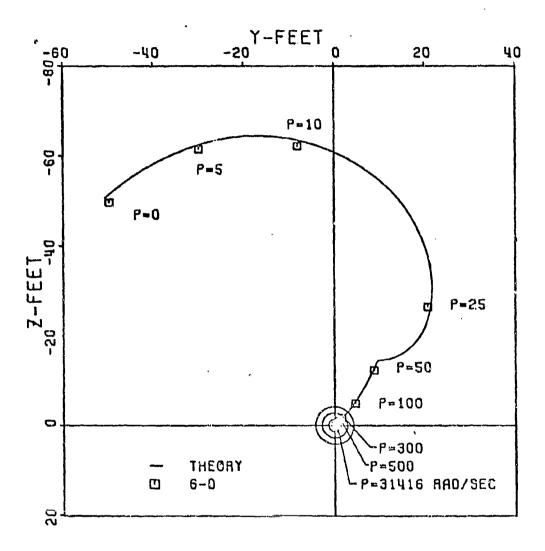


Figure 7. Dispersion: Phase III Cases 58-68

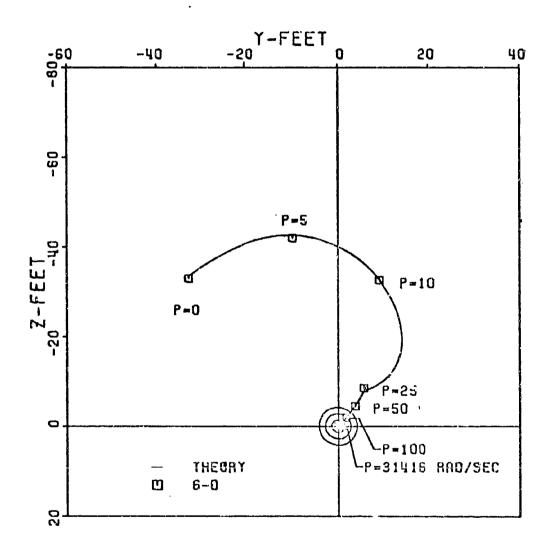


Figure 8. Dispersion: Phase III Cases 69-79

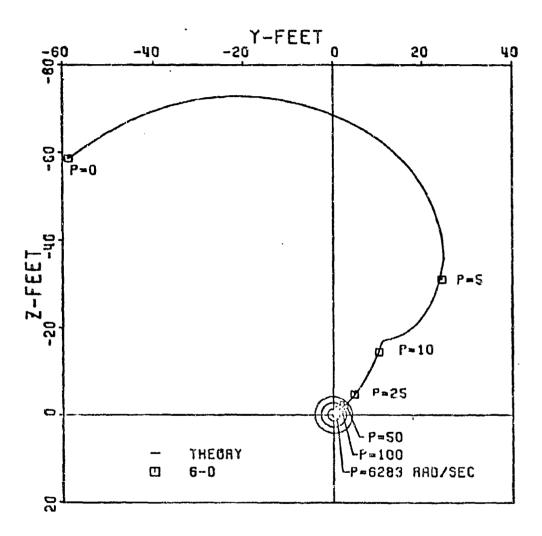


Figure 9. Dispersion: Phase III Cases 80-90

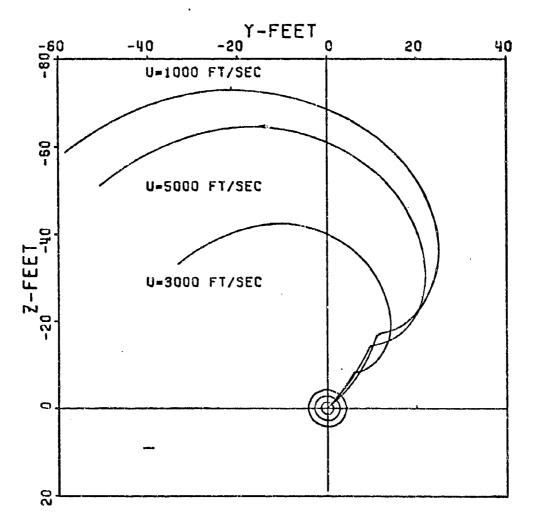
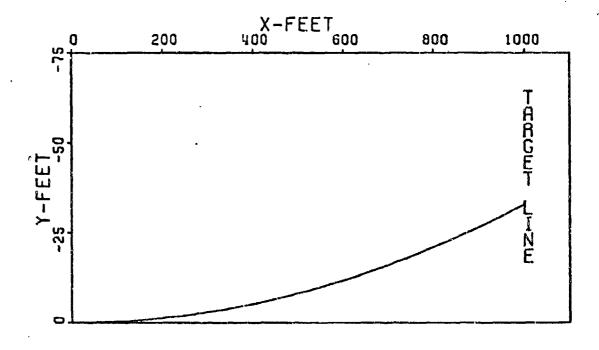


Figure 10. Dispersion: Phase III Theory, Cases 58-90



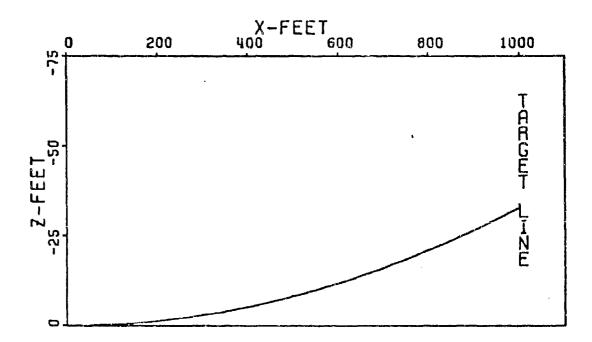


Figure 11. Trajectory, Case 79

$$\frac{1}{\text{J.A.}} = \left[ \frac{\dot{s}_o}{u} + \frac{\rho u^2 \pi d^2}{8 \text{ mx}} \left[ C_{Z_{\delta_{\epsilon}}} \frac{\ddot{\delta}}{\dot{\epsilon}} - i \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) C_{M_{\delta_{\epsilon}}} \frac{\ddot{\delta}}{\dot{\epsilon}} \right] \left[ \frac{1}{p^2} \left( 1 - \cos \frac{px}{u} \right) + \frac{i}{p} \left( \frac{x}{u} - \frac{1}{p} \sin \frac{px}{u} \right) \right] 1000$$

For very slow roll cases, Equation 30 becomes:

$$\overline{J.A.} = \left[ \frac{\overline{S_0}}{u} + \frac{\rho \pi d^2 x}{16m} \left[ C_{Z_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} - i \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) C_{M_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} \right] \left[ \left( 1 - \frac{1}{12} \left( \frac{px}{u} \right)^2 + \frac{1}{360} \left( \frac{px}{u} \right)^4 \right) + i \left( \frac{px}{3u} - \frac{1}{60} \left( \frac{px}{u} \right)^3 + \frac{1}{2520} \left( \frac{px}{u} \right)^5 \right] \right] 1000$$

Comparing Cases 91,92, 93 in Table X with Cases 10,11,12 in Table II and Cases 58,59,60 in Table VII it can be concluded that; except for possible computational error, Cases 91,92 and 93 are the algebraic sum of Cases 10,11,12 and 58,59,60; that is, for example, Case 91 equals Case 10 plus Case 58. This fact is obviously true of the theory equations and is here shown to be the case for the 6-D computations as well. Similar comparisons can be made with corresponding cases in Tables II, VIII, XI and II, IX, XII. Thus, the effects of aerodynamic asymmetries and those of initial transverse velocity are independent of one another.

Figures 12,13 and 14 illustrate the Cases 91-123. The curves are of the same form as Figures 7,8 and 9 but differ with the addition of  $S_0$ . Maximum effect of all parameters is desired. Cases 113, 114 and 115 show the limit of parameter combinations by 113 and 114 going unstable. Roll rate effects are again large and velocity effects are larger than in Cases 58-90. Figure 15 shows this to be true  $\omega_0$  also shows the cases involving

TABLE X
THEORY VALIDATION, ASYMMETRIES,
CASES 91-101

С		Init:	ial C	Conditio	10	Coeffici	ents		J.A. (mils)	
A S		AIIAL.	lai (	onditio	15	$C_{Z_{\alpha}}$	$C_{Z_{pq}}$	CYE	J.A. (	mus)
E	·s <sub>o</sub>	$\overline{\alpha}_{0}$	$\frac{1}{\dot{lpha}_{\mathrm{O}}}$	p <sub>o</sub>	u <sub>o</sub>	$C_{Z_{\alpha}}$ $C_{M_{\alpha}}$ $C_{M_{q}} + C_{M_{\alpha}}$	CM by	C <sub>ZE</sub> CME CNE	6-D	Theory
91				31416			4		20.011+ 19.987i	
92				18850					20.026+ 19.972i	5 K
93				6283					20.056+ 19.872i	
94				500					21.004+ 19.012i	
95				300					21.626 <sub>4</sub> 18. <b>2</b> 86i	21.688+ 18.317i
96	100- 100i		0	1.00	5000 1	A1	A1	٨١	24.593+ 15.099i	
97				50					28.702+ 7.687i	28.780+ 7.511i
98				25					40.766- 6.492i	1
99				10					11,983- 42,325i	
100				5					-9.908- 41.503i	-10.372 -42.353i
101				0						-30,427 -30,427i
		11				<u> </u>	<u> </u>			

TABLE XI
THEORY VALIDATION, ASYMMETRIES,
CASES 102-112

C						Co	effic	eient	S				
A S	I	niti	al C	Condition	S	$C_{Z_{\alpha}}$		~		C <sub>Y</sub> ;		J.A.	(mils)
Е	-					C <sub>Mq</sub> +	$\alpha$ $C_{NA}$	$C_{Z_{p\beta}}$		C <sub>Z</sub>	E		
	S <sub>o</sub>	$\vec{\alpha}_{o}$	$\dot{\dot{\alpha}}_{\mathrm{o}}$	P <sub>O</sub>	u <sub>o</sub>	b,,,d	ινι ά	$C_{M}$	рβ	CN	E	6-D	Theory
102				31416		1		1	,	1		33.352+ 33.362i	33, 342+ 33, 329i
103				18850								33, 366+ 33, 364i	33, 345+ 33, 325i
104				6283								33, 388+ 33, 347i	33.367+ 33.304i
105				500								33.740+ 32.964i	33.734+ 32.937i
106				300								34.009+ 33.705i	34.000+ 32.761i
107	100+ 100i		0	100	3000	A	1	A	l	A	1	35.188+ 31.361i	35.327+ 31.344i
108				50								37.139+ 28.850i	36.744+ 29.169i
109				25							`	39.029+ 24.892i	39.054+ 24.817i
110				10								42.575+ 0.716i	42.550+ 0.436i
111				5								23.312- 8.612i	23. 159- 8. 940i
112				0					,			0.380+ 0.362i	0.139+ 0.139i

TABLE XII
THEORY VALIDATION, ASYMMETRIES,
CASES 113-123

С						Со	effici	ents				
A S	In	itia	1 Cc	ndit <b>i</b> on:	3	$C_{Z}$	α	<del></del>	CYE	J.A. (mils)		
E			]			$c_{M_{\alpha}}$		CZpg CZE				
	s <sub>o</sub>	$\alpha_{\rm O}$	$\dot{\alpha}_{0}$	р <sub>о</sub>	u <sub>o</sub>	$C_{M_q^+}$	<sup>C</sup> Mἀ	$c_{M_{p_l}}$	C <sub>ME</sub>	6-D	Theory	
113	1	1	1	31416	Å			1		Unst	able	
114			18850					Unst	able			
115				6283						100.351+ 100.814i	100.0 <b>2</b> 3+ 99.986i	
116				500						100.559+ 100.587i	100.238+ 99.771i	
117				300						100.710+ 100.431i	100, 394+ 99, 615i	
118	100+ 100i		0	100	1000	A	]	٨١	A1	101,492+ 99,658i	101, 174+ 98, 835î	
119				50						102.668+ 98.495i	102.349+ 97.648i	
120				25						105.019+ 96.164i	104.699+ 95.298i	
121				10						110,862+ 86,275i		
122				5						125.216- 69.958i		
123				0						41.499- 41.413i		

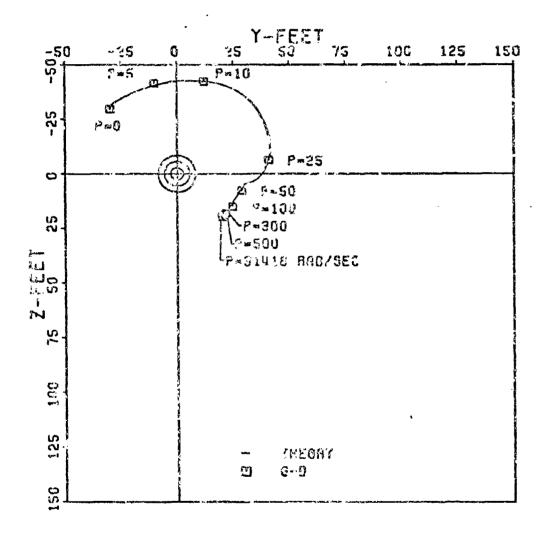


Figure 12. Dispersion: Jone III Cases 91-101

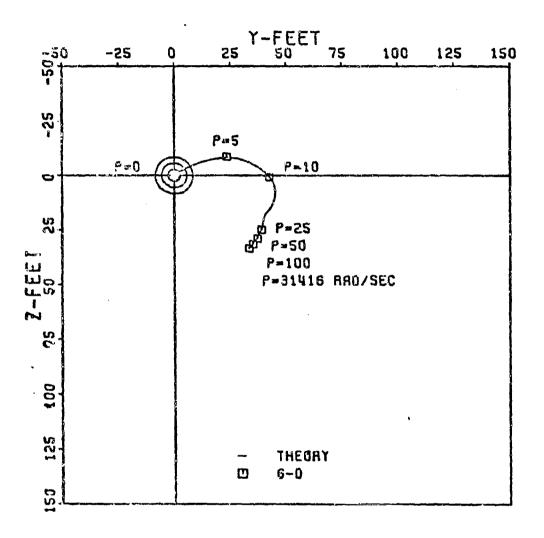


Figure 13. Dispersion: Phase III Cases 102-112

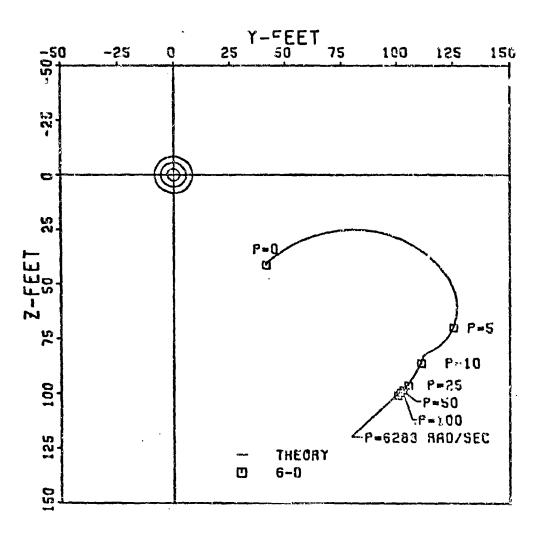


Figure 14. Dispersion: Phase III Cases 113-123

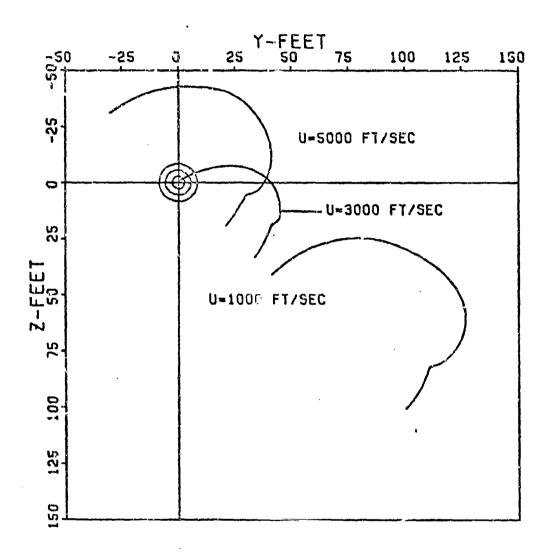
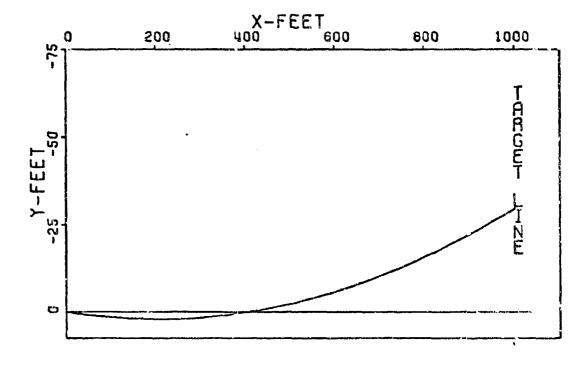


Figure 15. Disparsion: Phase III Theory, Cases 91-123



Ľ

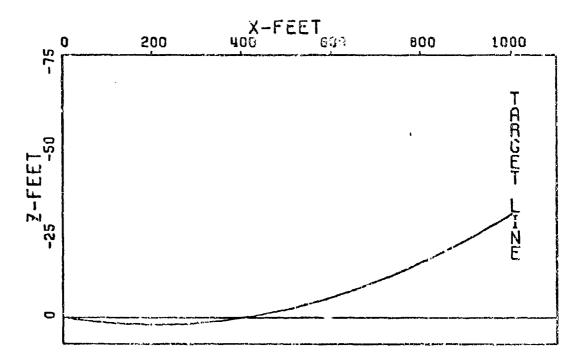


Figure 16. Trajectory, Case 101

U = 3000 (t/sec to be ones of smallest dispersion. Such was the case in Figure 10. Figure 16 illustrates a sample trajectory, Case 101.

## Cases 124-156

To establish the relationship between the effects on dispersion for aerodynamic asymmetries and initial angle of attack, a third set of cases were run. Again roll rate and velocity were varied as done previously but  $\vec{\alpha}_0$  was set at (1+i) degrees with  $\vec{\delta}_0$ =0 and  $\vec{\alpha}_0$ =0. Tables XIII, XIV, and XV tabulate the results. For all high roll rate cases, Equation 24 reduces to:

$$\overline{J.A.} = \left[ \frac{ipI_{x}}{mud} A \overline{\alpha}_{0} + \frac{\rho u\pi d^{2}}{8m} \right] C_{M} \frac{\delta}{\delta_{\epsilon}} \left( \frac{A}{p} \right) + C_{Z} \frac{\delta}{\delta_{\epsilon}} \left( \frac{I_{y} - I_{x}}{mud} A + \frac{i}{p} \right) \right] 1000$$

For low roll rate cases, Equation 28 reduces to:

$$\overline{J}.\widetilde{A}. = \frac{\rho u^2 \pi d^2}{8 m x} \left[ C_{Z_{\delta}} \overline{\delta_{\epsilon}} - i \left( \frac{C_{Z_{C}}}{C_{M_{\alpha}}} \right) C_{M_{\delta}} \overline{\delta_{\epsilon}} \right] \left[ \frac{1}{p^2} \left( 1 - \cos \frac{px}{u} \right) + \frac{i}{p} \left( \frac{x}{u} - \frac{1}{p} \sin \frac{px}{u} \right) \right] 1600$$

For very low roll rates, Equation 30 reduces to:

$$\overline{J.A.} = \frac{\rho \, v d^2 x}{16m} \left[ C_{Z_{\delta}} \frac{\delta}{\epsilon} - i \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) C_{M_{\delta}} \frac{\delta}{\epsilon} \right] \left[ \left( 1 - \frac{1}{12} \left( \frac{px}{u} \right)^2 + \frac{1}{360} \left( \frac{px}{u} \right)^4 \right) + i \left( \frac{px}{3u} - \frac{1}{60} \left( \frac{px}{u} \right)^3 + \frac{1}{2520} \left( \frac{px}{u} \right)^5 \right] 1000$$

-Only for high roll rates does the  $\overline{\alpha}_0$  term appear.  $\overline{\alpha}_0$  should have no noticeable effect on dispersion for p < 100 rad/sec.

TABLE XIII
THEORY VALIDATION, ASYMMETRIES,
CASES 124-134

C,		Initi	al Co	nditior	ıc	Coeffic	ients		Ţ Ā	(mils)
A		TITLE	<u> </u>	natioi		$^{\text{C}_{\text{Z}_{lpha}}}$	$C_{Z_{\alpha}}$		J. 11. ()	
S E	1.So	$\vec{\alpha}_{o}$	$\frac{1}{\dot{\alpha}_{_{\mathrm{O}}}}$	p <sub>o</sub>	u <sub>o</sub>	$C_{M_{\alpha}}^{C_{M_{\alpha}}}$	$C_{Z_{p\beta}}$ $C_{M_{p\beta}}$	C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
124	1			31416					0.028+ 0.052i	0.009- 0.013i
125				18850					0.052+ 0.029i	0.013- 0.009i
126				6283					0.094- 0.080i	0.078- 0.073i
127				500					1.040- 0.954i	1.013- 1.009i
128				300		To the state of th			1.660- 1.680i	1.688- 1.683i
129	0	1+i	0	100	5000	Al	A1	Λl	4.628- 4.868i	4.675- 4.975i
130				50					8.732- 12.279i	8.780- 12.489i
131				25						21, 150- 26, 927i
132				10					62.367i	-8.210- 63.210i
133				5					-29.912 -61.629i	-62. 353i
13				0					-49.828 -49.840i	X

TABLE XIV
THEORY VALIDATION, ASYMMETRIES,
CASES 135-145

С		Init	ial (	Condit <b>i</b> o	ns	Coeffici	ients			(mils)	
A S						$C_{Z\alpha}$		CYE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
E	÷ so	$\vec{\alpha}_{_{\mathrm{O}}}$	$\frac{1}{\dot{\alpha}_{\rm O}}$	p <sub>O</sub>	u <sub>o</sub>	$C_{M_{\alpha}}$ $C_{M_{q}} + C_{M_{\dot{\alpha}}}$	С <sub>Z</sub> рв С <sub>М</sub> рв	C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>		Theory	
135	1	1		31416				•	∪n	stable	
136				18850					0.035+ 0.046i	-0.003 +0.008i	
137				6283					0.066+ 0.017i	0.029- 0.024i	
138				500					(),432- (),357i	0.401- 0.396i	
139				300					0.701- 0.618i	0.666- 0.662i	
140	0	   + i 	0	100	3000 	A1	Λ1	A1	1.879- 1.958i	1,994- 1,989i	
141				50					3.819- 4.473i	3.411- 4.164i	
142				25					5.714- 8.416i	5.721- 8.516i	
143				10					9.247- 32.586i	9,217- 32,897i	
144				. 5					-9.985- 41.9481	-10.174 -42.273i	
145				0					-3 <b>2.</b> 973 -32.981i	-33, 194 -33, 194i	

TABLE XV
THEORY VALIDATION, ASYMMETRIES,
CASES 146-156

С		Initia	ıl Co	nditions		Coeffic	eients		J.A. (mils)	
A S						$C_{Z\alpha}$ $C_{M\alpha}$	C <sub>7</sub>	$c_{YE}$		
E	S <sub>o</sub>	$\vec{\alpha}_{\rm o}$	<del>-</del> α <sub>0</sub>	p <sub>o</sub>	u <sub>O</sub>	$C_{M_{\dot{\mathbf{q}}}} + C_{M\dot{\dot{\alpha}}}$	<sup>С</sup> Z СМ рв	C <sub>ME</sub>	6-D	Theory
146				31416				•	Uns	stable
147				18850					Uns	stable
148				<b>628</b> 3					0.046+ 0.039i	0.008+ 0.001i
149				500					0.275- 0.188i	0.237- 0.228i
150				300					0.432- 0.342i	0.393- 0.384i
151	0	l+i	0	1.00	1000	A1	A1	VI	1.213- 1.123i	1.174- 1.165i
152				50					2.381- 2.294i	2.349- 2.352i
153				25					4.719- 4.637i	4.699- 4.702i
154				10					10.258- 14.4111	10.177- 14.476i
155				5					24.440- 30.976i	24.516- 31.212i
156	1			U				   _	-58.669 -58.684i	-58,450 -58,450i

Comparing Cases 124, 125, 126 in Table XIII with Cases 19, 20, 21 in Table III and Cases 58,59,60 in Table VII it can be concluded that Cases 124, 125 and 126 are the algebraic sum of Cases 19, 20, 21 and 58, 59,60; that is, for example, Case 124 equals Case 19 plus Case 58. This is obvious from the reduced theoretical equations for Cases 124-156. It is shown here to be also true for the 6-D computations; allowing for some computational error. Similar comparisons can be made with corresponding cases in Tables III, VIII, XIV and III, IX, XV. Thus the effects of aerodynamic asymmetries and those of initial angle of attack are independent of one another.

Figures 17, 18 and 19 illustrate Cases 124-156. The curves are very similar to those in Figures 7,8, and 9 with the only difference being the very small  $\overline{\alpha}_0$  contribution in Figures 17, 18, and 19. Cases 135, 146, and 147 result in instabilities, indicating that maximum effect of the various parameters has been accomplished. Effects of roll rate are essentially the same as in Case 58-90 and effects of velocity, Figure 20, the same as in Figure 10. Cases with U=3000 ft/sec again have the smallest dispersion. Figure 21 shows a typical trajectory, Case 134.

## Cases 157-189

To validate the relationship between the effects on dispersion for aerodynamic asymmetries and those of initial angular rate, a fourth set of cases were run. As before, roll rate and velocity were varied, but  $\vec{\alpha}_0$  set at (250+ 250i) rad/sec with  $\vec{S}_0 = 0$  and  $\vec{\alpha}_0 = 0$ . Tables XVI, XVII,

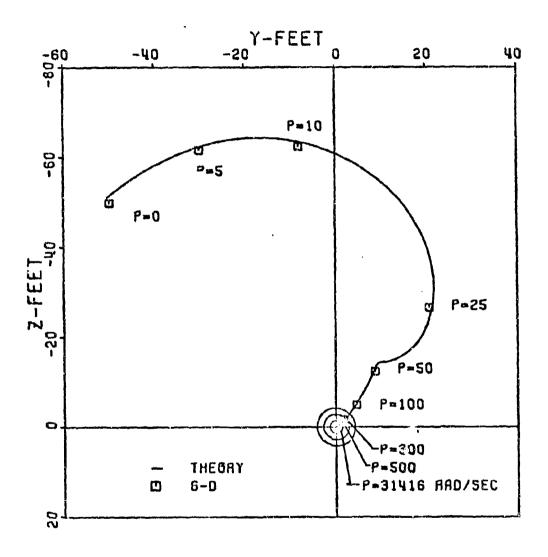


Figure 17. Dispersion: Phase III Cases 124-134

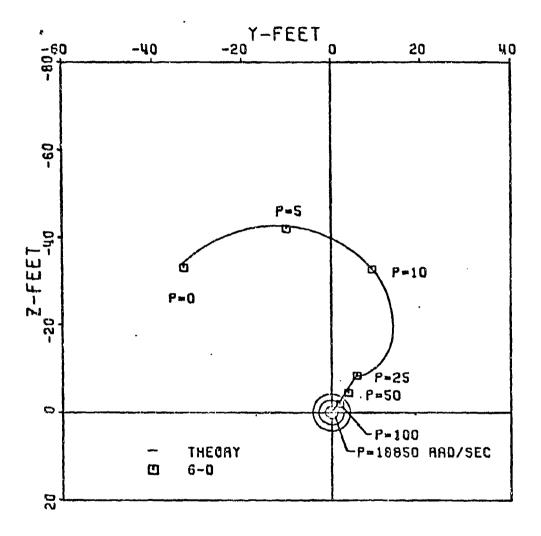


Figure 18. Dispersion: Phase III Cases 135-145

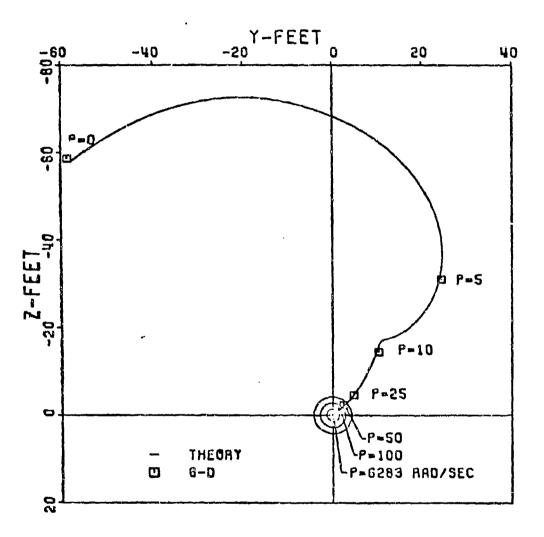


Figure 19. Dispersion: Phase III Cases 146-156

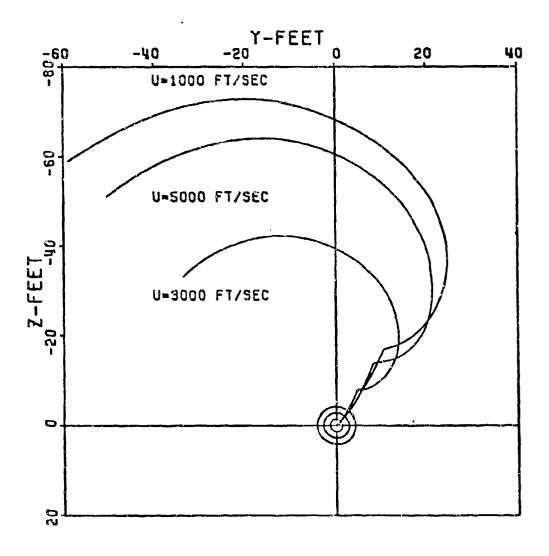
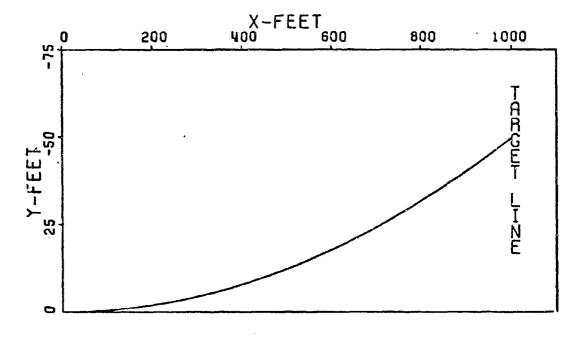


Figure 20. Dispersion: Phase III Theory, Cases 124-156



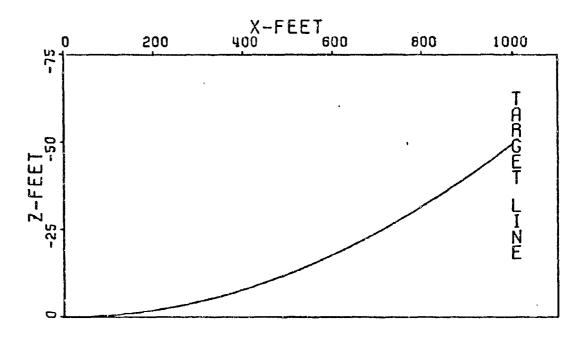


Figure 21. Trajectory, Case 134

XVIII gives the results. For high roll rates, the governing equation becomes:

$$\overline{J.A.} = \left[ \frac{\rho u \pi d^2}{8m} \left[ C_{M_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} \left( \frac{A}{p} \right) + C_{Z_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} \left( \frac{I_{y} - I_{x}}{mud} A + \frac{i}{p} \right) \right] - \frac{I_{y}}{mud} A \overline{\alpha_{o}} \right] 1000$$

For low roll rates, the governing equation:

$$\overrightarrow{J.A.} = \begin{bmatrix} \rho u^2 \pi d^2 \\ 8 \text{ mx} \end{bmatrix} \begin{bmatrix} C_{Z_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} - i \begin{pmatrix} C_{Z_{\alpha}} \\ C_{M_{\alpha}} \end{pmatrix} C_{M_{\delta_{\epsilon}}} \overrightarrow{\delta_{\epsilon}} \end{bmatrix} \begin{bmatrix} (1 - \cos \frac{px}{u}) \\ + \frac{i}{p} \begin{pmatrix} \frac{x}{u} - \frac{1}{p} & \sin \frac{-px}{u} \end{pmatrix} - \frac{I_{y}}{\text{mud}} \begin{pmatrix} C_{Z_{\alpha}} \\ C_{M_{\alpha}} \end{pmatrix} \overrightarrow{\alpha_{0}} \end{bmatrix} \quad 1000$$

For very slow roll, the governing equation:

$$\overline{J.\Lambda.} = \left[ \frac{\rho \pi d^2 x}{16m} \left[ C_{Z_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} - i \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) C_{M_{\delta_{\epsilon}}} \overline{\delta_{\epsilon}} \right] \left[ \left( 1 - \frac{1}{12} \left( \frac{px}{u} \right)^2 + \frac{1}{360} \left( \frac{px}{u} \right)^4 \right) \right] \right] + i \left( \frac{px}{3u} - \frac{1}{60} \left( \frac{px}{u} \right)^3 + \frac{1}{2520} \left( \frac{px}{u} \right)^5 \right) - \frac{I_y}{mud} \left( \frac{C_{Z_{\alpha}}}{C_{M_{\alpha}}} \right) \overline{\dot{\alpha}_{o}} \right] 1000$$

Comparing Cases 157, 158, 159 in Table XVI with Cases 28, 29, 30 in Table IV and Cases 58,59,60 in Table VII, it can be concluded that Cases 157, 158, and 159 are the algebraic sum of Cases 28,29,30 and 58,59,60; that is, for example, Case 157 equals Case 28 plus Case 58. This is obvious from the reduced theoretical equations for Cases 157-189. Here it is shown to be true for 6-D computations also. Any discrepancy can be attributed to computational error. Similar comparisons can be made with corresponding cases in Table IV, VIII, and XVII. Thus the effects of aerodynamic asymmetries and those of initial angular rate are independent of one another.

TABLE XVI
THEORY VALIDATION, ASYMMETRIES,
CASES 157-167

С	_	Initial Conditions							Coeffic	ients		Ţ, Ā,	(mils)
A									$^{\mathrm{C}_{\mathrm{Z}}}{}_{\alpha}$		$C_{YE}$	J	(
S E	·S <sub>C</sub>	>	$\overline{\alpha}_{0}$		$\alpha_{0}$	• •	p <sub>o</sub>	u <sub>o</sub>	$^{\mathrm{C_{M}}_{lpha}}_{\mathrm{C_{M_{q}}}^{+\mathrm{C_{M}}}}$	С <sub>Zрβ</sub> С <sub>Мрβ</sub>	C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
157			•				31416		À			-1.799 -2.236i	-2.055 -2.087i
158							18850					-1.873 -2.169i	-2.044 -2.098i
159							6283					-1.924 -2.190i	-1.990 -2.151i
160							500					-1.049 -3.000i	-1.060 -3.082i
161							300					-0.419 -3.716i	-0.385 -3.756i
162	0	)		)		0+ 0i	100	5000	A1	ΛΙ	ΛI	2.457- 6.836i	2.602- 7.048i
163							50					6.576- 14.075i	6.707- 14.562 <b>i</b>
164							25					18.366- 27.827i	19.077- 29.000i
165							10					-9.690- 63.387	-10.283 -65.283i
166							5					-31.387 -62.730i	-32,445 -64,426i
167			, a				0					-51.094 -51.094i	-52.500 -52.500i

TABLE XVII
THEORY VALIDATION, ASYMMETRIES,
CASES 168-178

C		Initi	lal Co	ndition	s	Coeffic	cients		J.A. (	mila)
A S			T	r		$^{\mathrm{C}_{\mathrm{Z}}}{}_{\alpha}$	Crz	$c_{YE}$	J. 11.	
E	$\frac{\vec{s}_{o}}{\dot{s}_{o}}$	$\overline{\alpha_0}$	$\frac{1}{\dot{\alpha}_{0}}$	p <sub>o</sub>	u <sub>o</sub>	$C_{M_{\alpha}}$ $C_{M_{q}} + C_{M_{\dot{\alpha}}}$	$C_{Z_{p\beta}}$	C <sub>ZE</sub> C <sub>ME</sub>	6-D	Theory
168 169 170 171 172 173 174 175 176	0		250+ 250i	31415 18850 6283 500 300	3000		Λ1	CME CNE	Uns -1.755 -2.154i -1.866 -2.054i -1.572 -2.351i -1.308 -2.595i -0.114 -3.912i 1.873- 6.399i 3.755- 10.393i 7.435- 34.530i -11.870 -44.054i	-1.957 -1.978i -1.936 -1.999i -1.569 -2.366i -1.304 -2.632i -0.024 -3.959i 1.441- 6.134i 3.751- 10.486i 7.247- 34.867i -12.144 -44.243i
178		Y		O					-35.054 -35.053i	-35,164 -35,164i

TABLE XVIII
THEORY VALIDATION, ASYMMETRIES,
CASES 179-189

C,		Initi	al (	Cor	nditions		Coefficie	ents		J.A. (mils)	
A S							$C_{Z_{\alpha}}$	$C_{Z_{\alpha}}$		<b>J</b>	
E	So	$\frac{1}{\alpha_0}$	ά	0	p <sub>O</sub>	u <sub>o</sub>	$C_{M_{\alpha}}$ $C_{M_{q}} + C_{M_{\dot{\alpha}}}$	$C_{Z_{p\beta}}$	C <sub>ZE</sub> C <sub>ME</sub> C <sub>NE</sub>	6-D	Theory
179					31416					Uns	table
180				į	18850					Unstable	
181					<b>62</b> 83					Uns	table
182					500					-5.015 -5.503i	-5.302 -5.769i
183					300					-4.884 -5.572i	-5.144 -5.925i
184	0	0		0+ 0i	100	1000	Λ1	Λl	Al	-4.208 -6.135i	-4.366 -6.705i
185					50					-3.056 7.031i	-3.191 -7.892i
186					25					-0.741 -9.079i	-0.841 -10.242i
187					10					5.244- 18.344i	4.637- 20.016i
188					. 5					18.563 33.158i	
189					0					-61.894 -61.894i	-63.990 -63.990i

Figures 22, 23 and 24 illustrate Cases 157-189. The curves are similar to those in Figures 7, 8 and 9 but are displaced by the  $\dot{\alpha}_0$  contribution. Cases 168, 179, 180 and 181 indicate that maximum effects of the various parameters has been achieved in other stable cases. The effects of roll rate and velocity follow the same trends as those in Cases 58-90. Figure 25 shows the effects of velocity for Cases 157-189. Cases with U = 3000 ft/sec exhibit the smallest dispersion. A sample trajectory, Case 189, is shown in Figure 26.

Comparison: High, Low, Very Slow
Roll Rate Theories

In Cases 58-189 the High, Low, and Very Slow Roll Rate Theories are validated for various initial conditions and parameters. The theories have been applied for certain ranges in roll rate and roll rate times time (pt.) The range of pt, (pt  $\leq$ 1.0) are governed by the inherent requirements of power series expansion. However, the ranges of p are arbitrary (to a certain extent) and are based on accuracy of the theories themselves. Each theory approximates the solution very well for a certain range of p and then begins to diverge and become inaccurate. The range of p for which the very slow roll rate theory is accurate is fairly well cut and dried;  $p\geq0$ , pt  $\leq$ 1.0. For any pt>1.0 we must now use the low roll rate theory. The question now arises, how high a roll rate can this theory accommodate? At what value of p must we change to the high roll rate theory? These questions are answered by a plot of sample 6-D computations, Figure 27

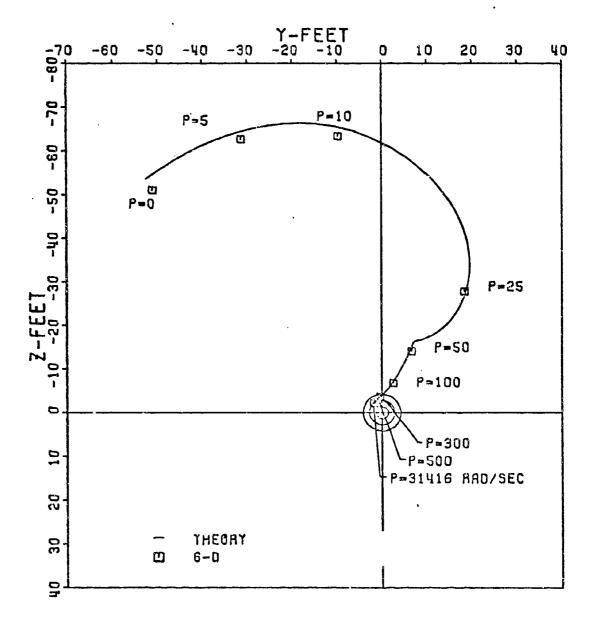


Figure 22. Dispersion: Phase III Cases 157-167

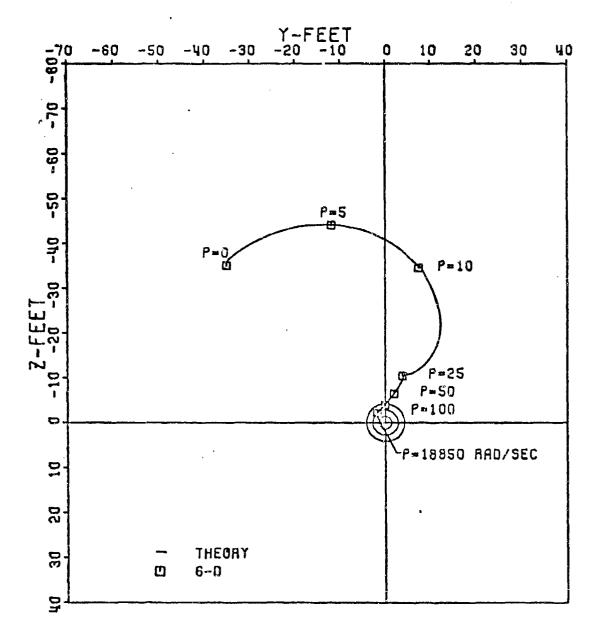


Figure 23. Dispersion: Phase III Cases 168-178

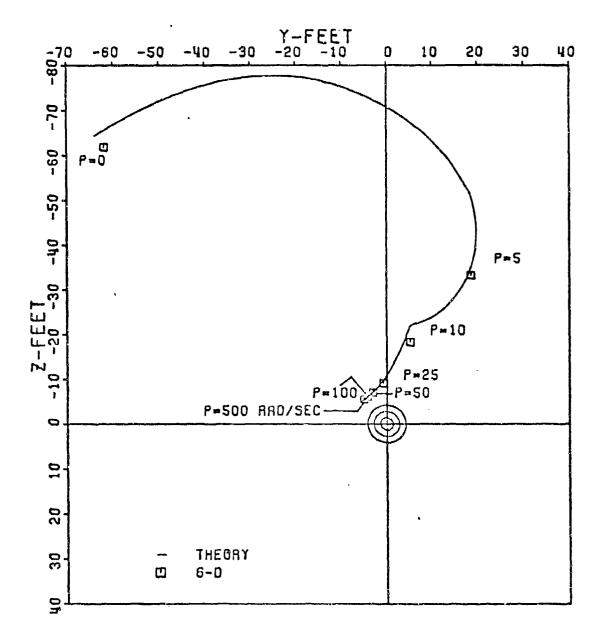


Figure 24. Dispersion: Phase III Cases 179-189

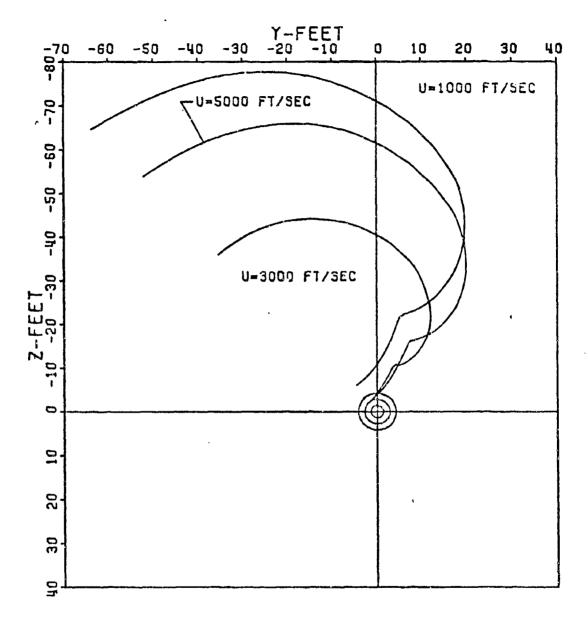
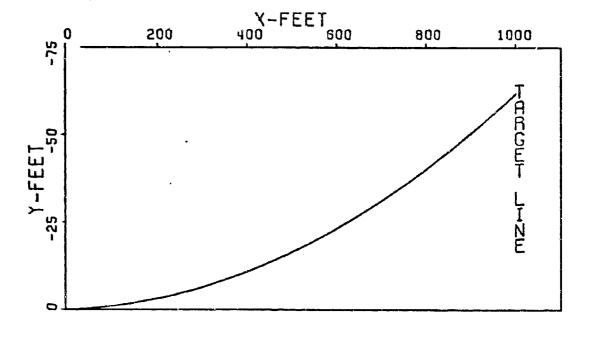


Figure 25. Dispersion: Phase III Theory, Cases 157-189



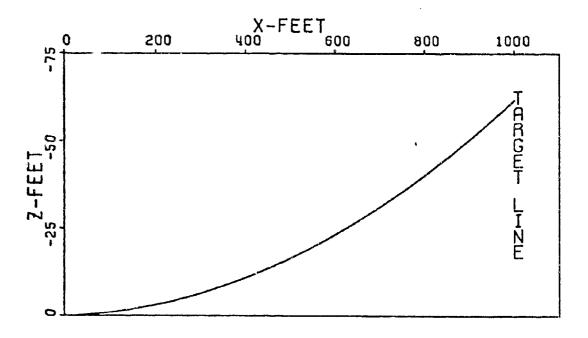


Figure 26. Trajectory, Case 189

and all three theories extended beyond the limits used in the previous validation. The high roll rate theory is a straight line going off to infinity as p goes to zero. Although the length of the curve in which it is an effective theory is short graphically, the range of roll rates it encompasses is tremendous. Figure 28 illustrates the effective limits of each theory; that is, on the spectrum of possible roll rates it shows where each theory is the most effective. The low roll rate theory handles the largest graphical area but only roll rates less than 100 rad/sec and greater than 5 rad/sec. The upper limit of 100 rad/sec was chosen since here the low roll theory attaches itself to the 6-D results while the high roll theory diverges. The lower limit of 5 rad/sec corresponds to pt≤1.0. Figures 27 and 28 depict Cases 58-68 where  $u_0 = 5000$  ft/sec or t = 0.2 sec. Therefore p = 5 rad/ sec corresponds to pt=1.0. The very low roll rate theory has the smallest range but is essential in predicting dispersion as the roll rate goes to zero. As pt>1, the theory diverges as would be expected from a power series; Equation 29. The sharp turn occurs at p≈20 rad/sec or pt≈4 for Cases 58-68. Although Cases 58-68 were illustrated here, this analysis of the effective limits of the roll theories was found to be similar for all other cases. For the  $u_0 = 3000$  ft/sec cases the low roll theory limits were  $3.0 for <math>u_0 = 1000$  ft/sec cases: 1.0 .

## Phase IV

To validate the effects of gravity on dispersion, a final set of cases were run using the high roll rate theory, Equation 24. Ordinarly, one would think that gravity would only introduce a constant term; one

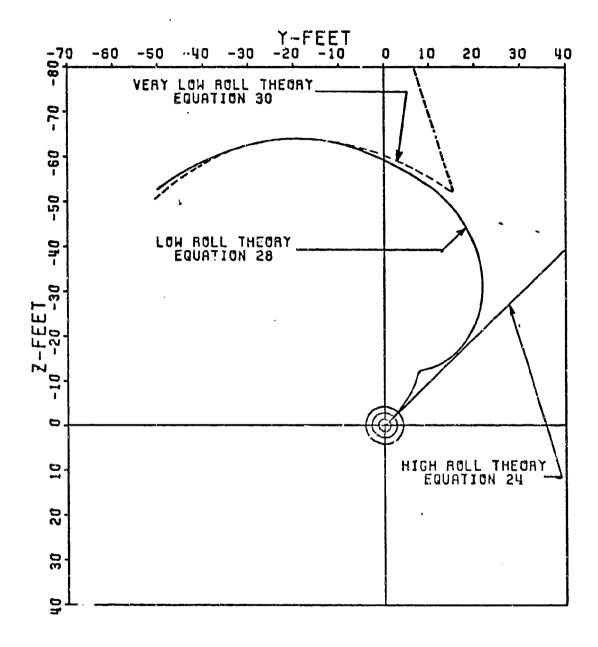


Figure 27. Phase III Theory Equations 24, 28, 30

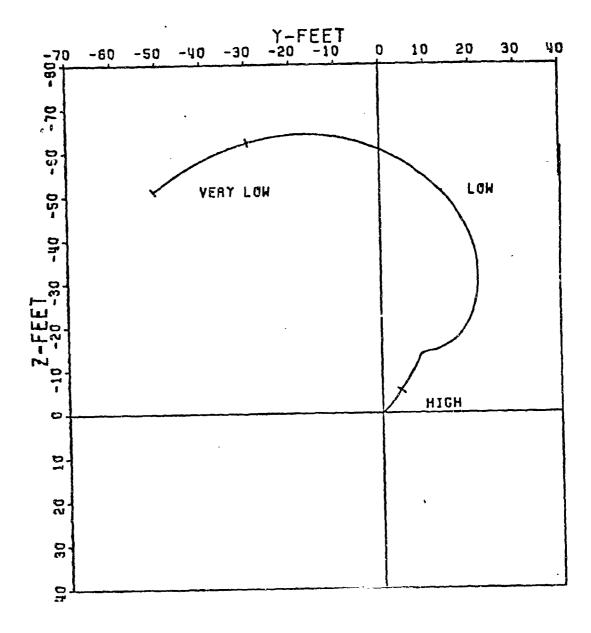


Figure 28. Phase III Theory Effective Limits

that could be factored out. However integration of the equations of motion produce a gravity term dependent upon roll rate. Determination of its validity and consequence is what is important here.  $\dot{S}_0$ ,  $\dot{\alpha}_0$ , and  $\dot{\alpha}_0$  were set to zero in order to allow determination of the effects due to roll rate and velocity. The reduced governing equation becomes:

$$\overline{J.A.} = \frac{ig}{2} \left( \frac{x}{u^2} \right) \left[ 1 + \frac{ipI_X}{mud} A \right] 1000$$

No aerodynamic asymmetries were present and the effects of gravity were assumed independent of effects due to  $\dot{\hat{S}}_0$ ,  $\dot{\alpha}_0$ ,  $\dot{\hat{\alpha}}_0$ ; a logical assumption. Table XIX lists the results.

Table XIX indicates that the effects due to gravity occur largely in the vertical plane, as would be expected. The transverse contribution is minimal but is affected by both velocity and roll rate. The vertical contribution is only affected by velocity. The unstable cases indicate maximum use of Magnus and thus maximum transverse effects on dispersion. It can be concluded from this brief but thorough treatment that gravity effects dispersion only in the vertical plane (for all practical purposes) and that its contribution is constant with velocity. The roll dependent term,  $\frac{ipl_X}{mud}$  A, has been shown to exist but become negligible for the flechette. This term would possibly become important for projectile dispersion and other missile applications. Projectile motion with gravity is typified by a cocking right of the projectile in flight with a positive  $CM_{\alpha}$  but negative  $CZ_{\alpha}$ ; the parameter A would become negative and the entire roll dependent term, positive; that is, cocked to the right, dispersion to

TABLE XIX
THEORY VALIDATION, GRAVITY
CASES 190-201

С		Ĭn	iri	91	_	onditio	ne	C	oeffic	ient	s	-		<u> </u>	mila)
A S		Initial Conditions $C_{Z\alpha}$ $C_{Y}$		$C_{YE}$ $C_{ZE}$		J.A. (mils)									
	; S <sub>o</sub>	$\frac{1}{\alpha_0}$	)	ā	10	p <sub>o</sub>	u <sub>o</sub>	C <sub>Mq</sub> +	Μα <sup>C</sup> Μά	$C_N$	$C_{Z_{p\beta}}$ $C_{M_{p\beta}}$		E IE IE	6-D	Theory
190						31416							•	-0.001 +0.644i	-0.001 +0.644i
191						18850	5000		````					-0.001 +0.644i	-0,001 +0.644i
192						6283								-0.001 +0.644i	-0.001 +0.644i
193							0								0.000 +0.644i
194						31416								-0.002 +1.788i	-0.003 +1.789i
195	0		)		0	18850	3000	Α	.1	Α	1	0		-0.001 +1.789i	-0.002 +1.789i
196						6283								0.000 +1.783i	-0.001 +1.789i
197						0								0.000 +1.788i	0.000 +1.789i
198					31416	ļ							Un	stable	
199						18850	1000							Un	stable
200						6283								0.001+ 16.100i	0.001+ 16.100i
201			<u> </u>			0				,				0.000+ 16.100i	0.000+ 16.100i

the right. For a finned missile the opposite would occur due to the agreement in sign between  $C_{M\,\alpha}$  and  $C_{Z\,\alpha}$ 

## FREE FLIGHT DATA ANALYSIS

In order to analyze actual test firings as to jump and dispersion and correlate them with the validated theory, the initial conditions of each test firing must be obtained and put into the proper form. To obtain raw experimental data, test firings were conducted by the U.S. Army, Frankford Arsenal. The configuration tested was the Producibility Ground Point Flechette, Figure 29. The raw data required was both translational and angular; that is, data was needed to determine position as a function of time and angle of attack of the flechette as a function of time. To accomplish this, Frankford Arsenal devised the test apparatus shown in Figure 30. The gun barrel was mounted on a steel girder and a laser beam was used to obtain the aim point on a target 50 meters down range. At positions, 1, 3, 5, 7, 9, and 11 feet downrange, orthogonal flash xray tubes were placed to photograph the flechette as it passed its station. One tube was placed to allow a top view at each station and provide a means of obtaining swerve and yaw data. The other tube allowed a side view at each station to obtain heave and pitch data. At each station reference marks oriented the flechette as to its exact position downrange. This was to allow for any timing error and/or variation in muzzle velocity. The photographs were taken using special soft flash x-ray tubes which permit the photographing of the low density sabot pieces and analyzing the separation in addition to the metion of the flechette.

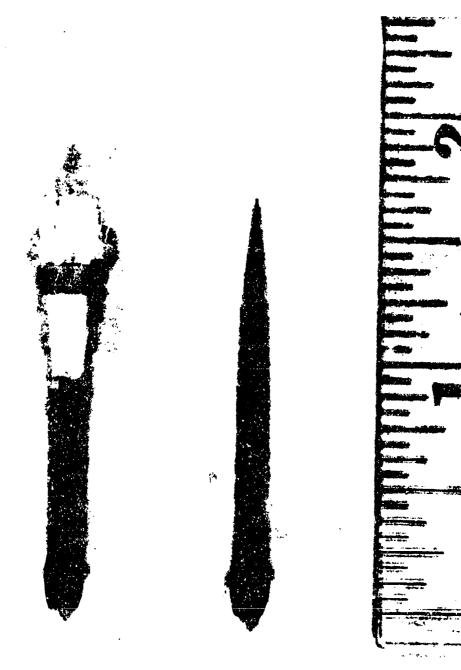
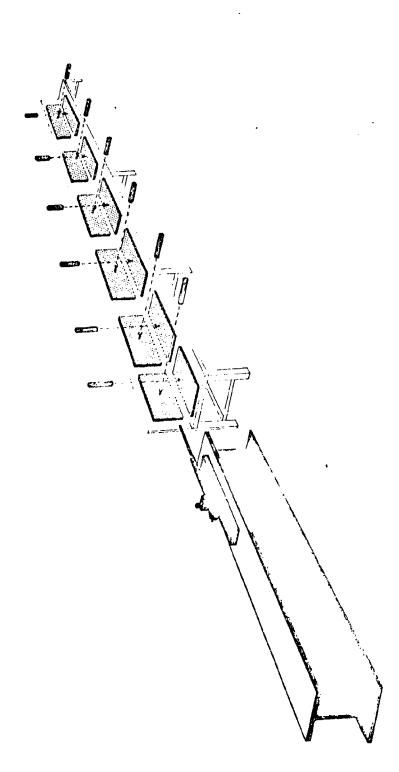


Figure 29. Ground Point Flechette, With and Without Sabot



From the battery of test firings of 20 rounds of each type (which included tests of the ground point, and swayed point producibility flechette as well as the R&D version), 8 of the ground point producibility rounds were selected to be analyzed. The eight rounds along with velocity, roll rates and target positions are given in Table XX.

Raw translational and angular data are shown in Figures 31 through 46. The figures illustrate the position and complex angle of attack of the flechette for each station.

TABLE XX
FRANKFORD TEST FIRING DATA

R O U			Target a	t 50 ft.
N D	чо	p <sub>o</sub>	Y (ft)	iZ (ft)
4	4747	11,454	0.117	-0.038
6	4662	13,201	0.053	-0.010
7	4642	14,219	(). [4]	-0.004
8	4662	13,000	0.053	0.099
14	4758	13,289	0.053	0.016
16	4753	17,354	0.084	-0.004
17	4677	16,613	0.070	-0.019
. 19	4679	11,913	0.089	0.059

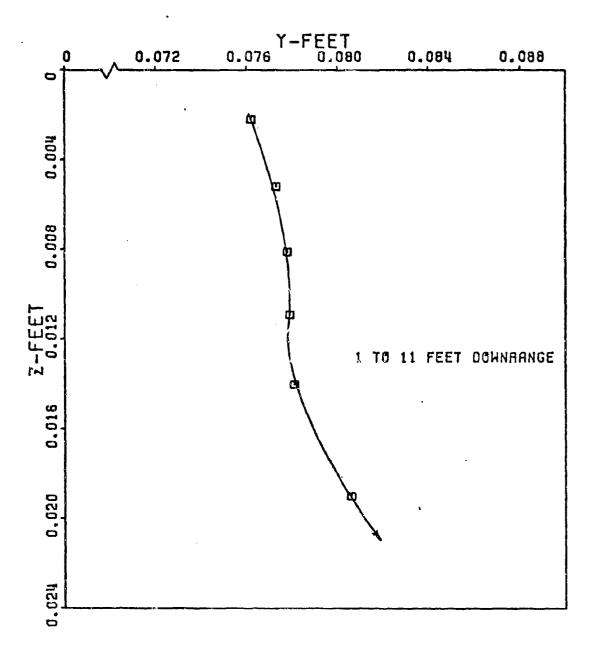


Figure 31. Raw Translational Data Ground Point - Round 4

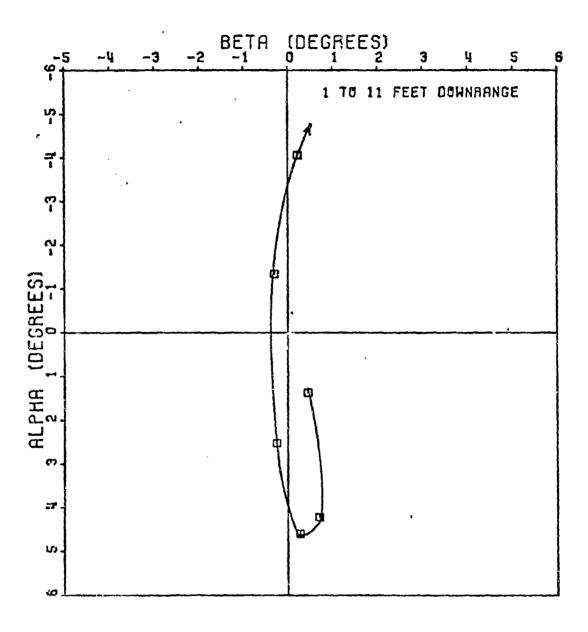


Figure 32. Raw Angular Data Ground Foint - Round 4

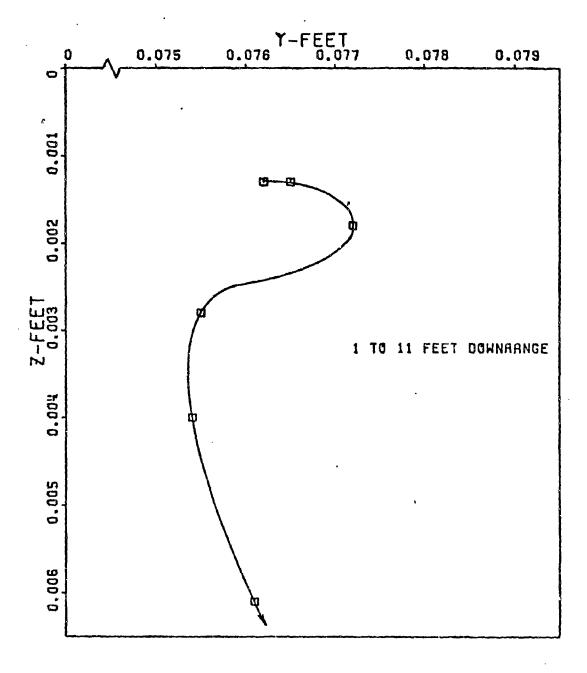


Figure 33. Raw Translational Data Ground Point - Round 6

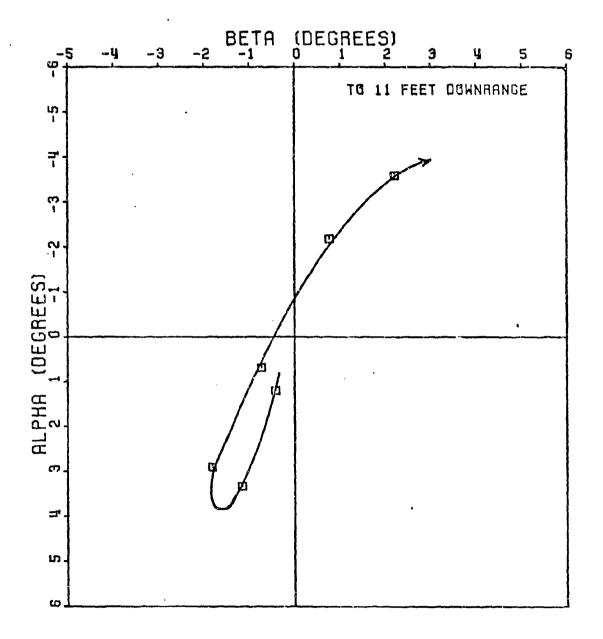


Figure 34. Raw Angular Data Ground Point - Round 6

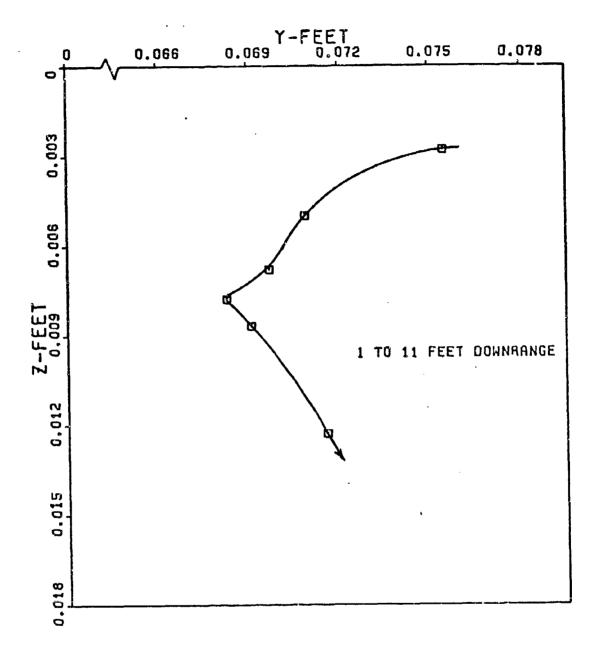


Figure 35. Raw Translational Data Ground Point - Round 7

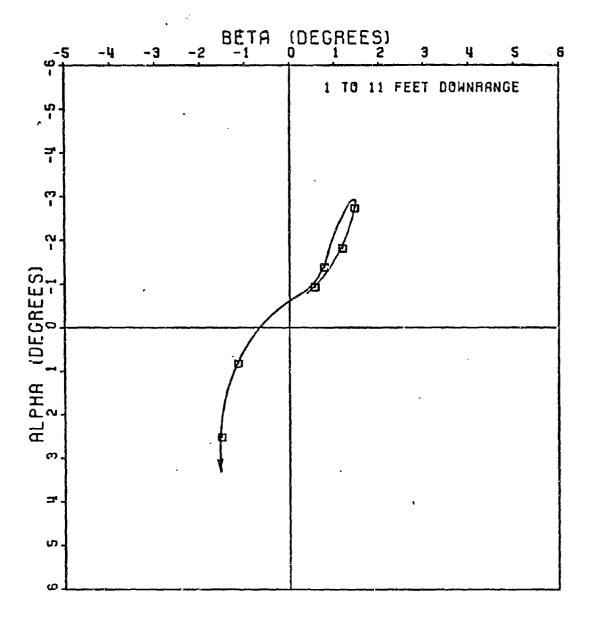


Figure 36. Raw Angular Data Ground Point - Round 7

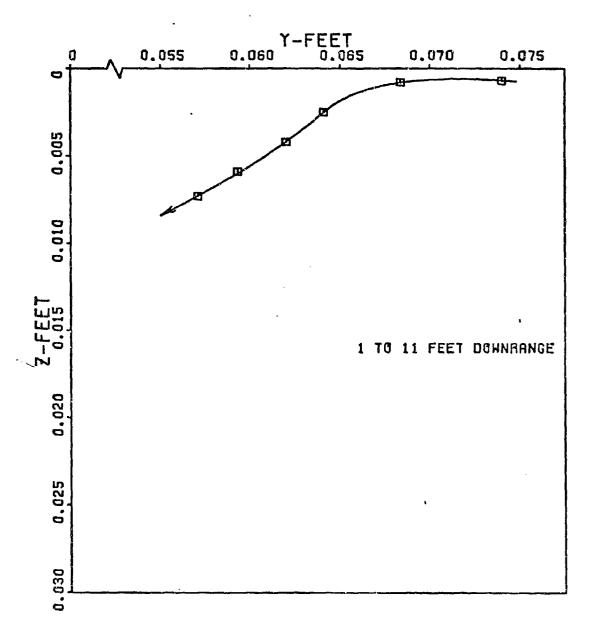


Figure 37. Raw Transi tional Data Ground Point - Round 8

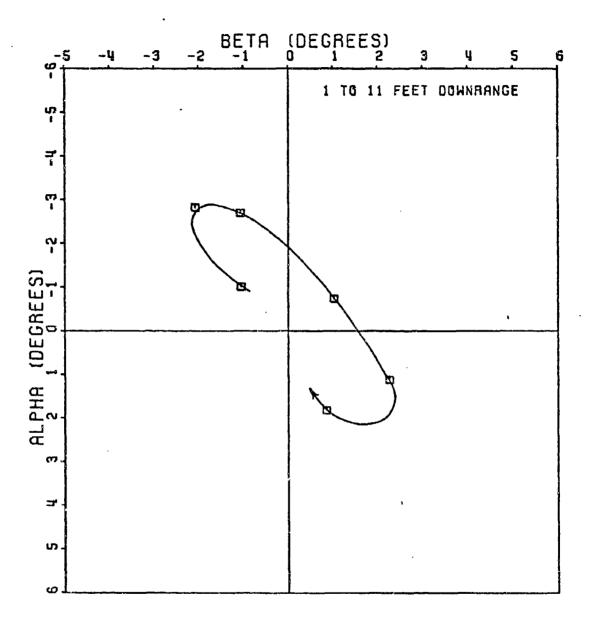


Figure 38. Raw Angular Data Ground Point - Round 8

Figure 39. Raw Tranlational Data Ground Point - Round 14

(]:

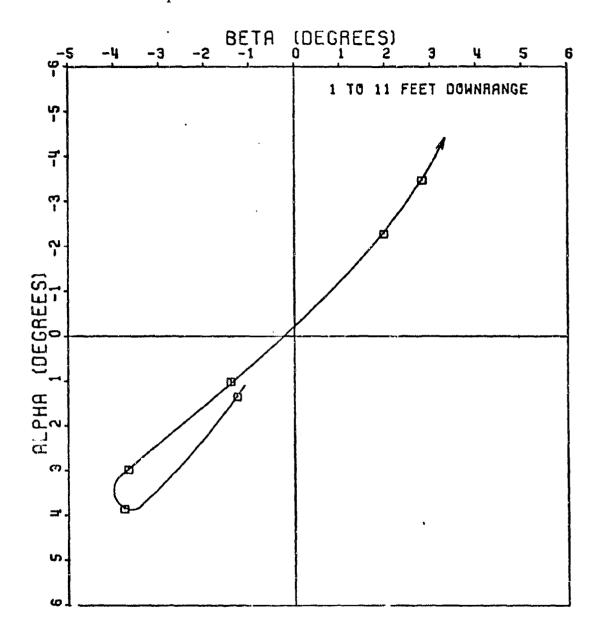


Figure 40. Raw Angular Data Ground Point - Round 14

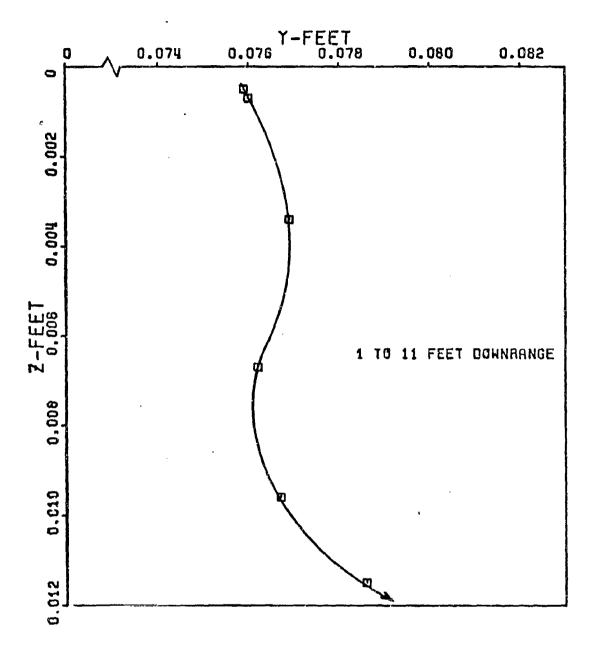


Figure 41. Raw Translational Data Ground Point - Round 16

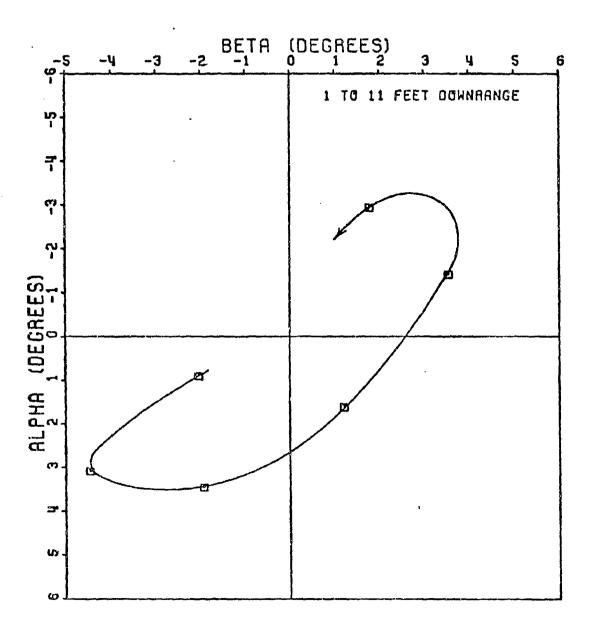


Figure 42. Raw Angular Data Ground Point - Round 16

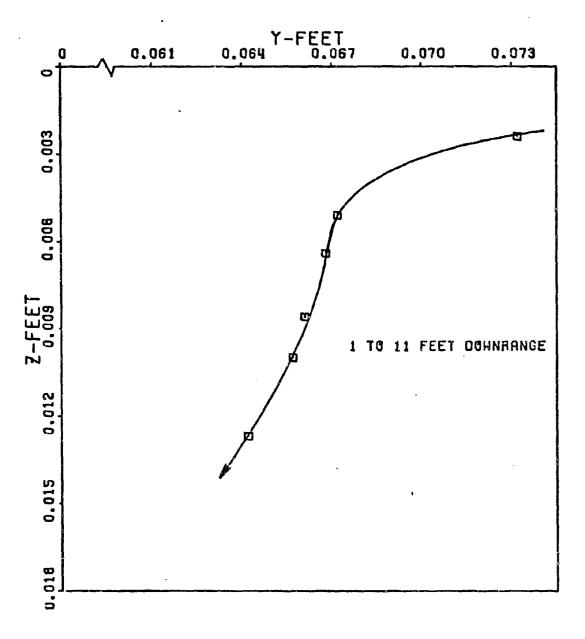


Figure 43. Raw Translational Data Ground Point - Round 17

Figure 44. Raw Angular Data Ground Point - Round 17

Figure 45. Raw Translational Data Ground Point - Round 19

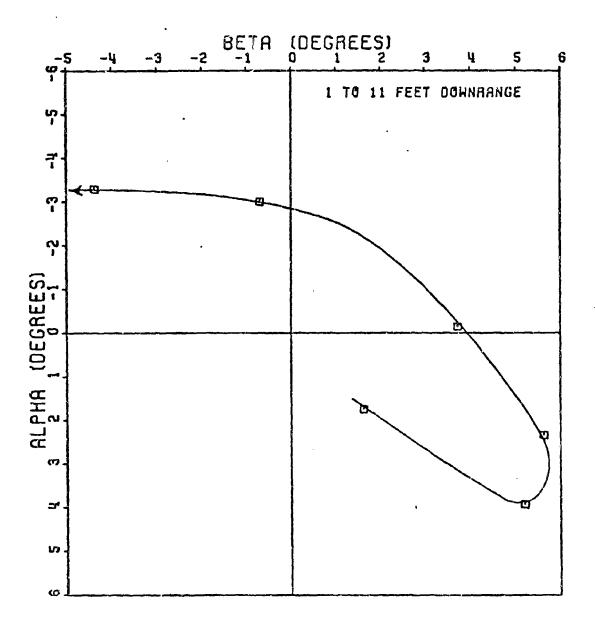


Figure 46. Raw Angular Data Ground Point - Round 19

Once the raw data was obtained, it had to be converted into a form such that initial conditions  $\vec{S}_0$ ,  $\vec{S}_0$ ,  $\vec{\alpha}_0$  and  $\vec{\alpha}_0$  could be extracted from it. To eventually arrive at values for  $\vec{S}_0$  and  $\vec{S}_0$ , the translational parameters, the raw position or translational data had to be approximated by equations. The raw data was fitted to a polynomial equation of third degree by a least squares method. The data in the y-direction was fit separately from that in the z-direction to distinguish between the swerve and heave contributions. With the equations obtained, a simple differentiation yielded equations for the velocities in the y and z directions. The initial conditions  $\vec{S}_0$  and  $\vec{S}_0$  are now readily obtainable:

$$\frac{\vec{S}_{o}(ft) = y_{o} + iz_{o}}{\dot{S}_{o}(ft/sec) = \dot{y}_{o} + i\dot{z}_{o}}$$

Obtaining  $\alpha_0$  and  $\alpha_0$  from the raw angular data was more difficult. The traditional way of analyzing any missile motion with pitch, yaw, and roll is by a three-degree-of-freedom least squares fit to the tricyclic motion, Equation 6. However, the availability of only 6 data points made this technique impossible, so another, approximate method, had to be employed. The solution was to approximate the pitching and yawing motion to one-degree-of-freedom while holding the roll rate constant. In order to do this, the  $\beta$ - $\alpha$  axis system had to be rotated to coincide with the more dominant angular mode. Figure 47 illustrates a typical raw angular data plot. Since the angular motion of the flechette tends to approximate an ellipse, the  $\beta$ - $\alpha$  axes are rotated some angle  $\gamma$  to coincide with the

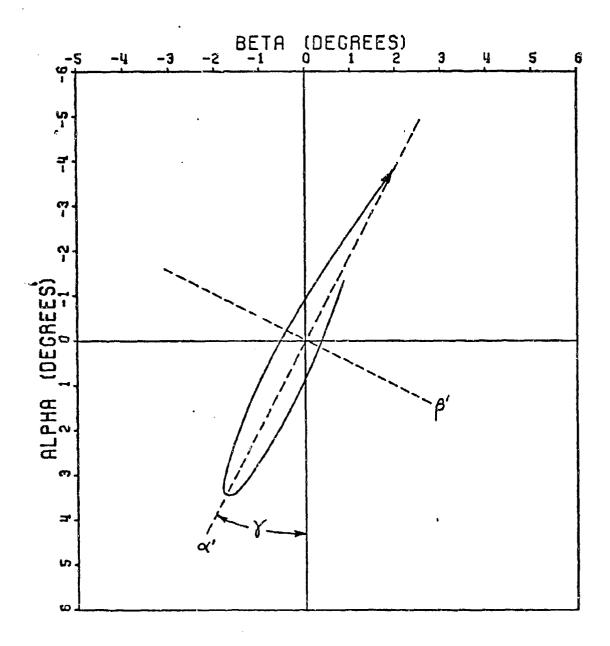


Figure 47. Axis Rotation Approximates Pure Pitching Motion

major and minor axes of the ellipse, as shown. The angular data is retabulated for this new axes system,  $\beta'$ -  $\alpha'$ . To fit the data to the one-degree-of-freedom equation:

$$\alpha = K_1 e^{\lambda t} \cos(\omega t + \delta)$$

only the dominant mode can be considered. For example, in Figure 47 the dominant mode occurs along the  $\alpha'$  axis; therefore, only  $\alpha'$  coordinates are utilized in the least squares fit, corresponding  $\beta'$  coordinates are ignored. Table XXI lists the parameters obtained for the eight flechette rounds. Once an equation for  $\alpha'$  is obtained, it represents one dimensional oscillatory motion along the  $\alpha'$  axis. A simple differentiating of the  $\alpha'$  equation yields an equation for  $\dot{\alpha}'$ . The initial conditions  $\dot{\alpha}_0$  and  $\dot{\alpha}_0$ , however, are complex whereas  $\alpha'$  and  $\dot{\alpha}'$  are only one dimensional. Therefore, the rotation angle  $\gamma$  is taken into account and the  $\alpha'$  equation is projected back into the  $\beta$ ,  $\alpha$  axes system:

$$\alpha = \alpha' \cos \gamma$$

$$\dot{\alpha} = \dot{\alpha}' \cos \gamma$$

$$\beta = \alpha' \sin \gamma$$

$$\dot{\beta} = \dot{\alpha}' \sin \gamma$$

Thus the complex initial conditions are approximated.

$$\vec{\alpha}_{0} = \beta_{0} + i\alpha_{0}$$

$$\vec{\alpha}_{0} = \dot{\beta}_{0} + i\dot{\alpha}_{0}$$

Figures 48-63 illustrate the fitted data both translational and angular for the eight rounds. The transitional data includes the pertinent equations.

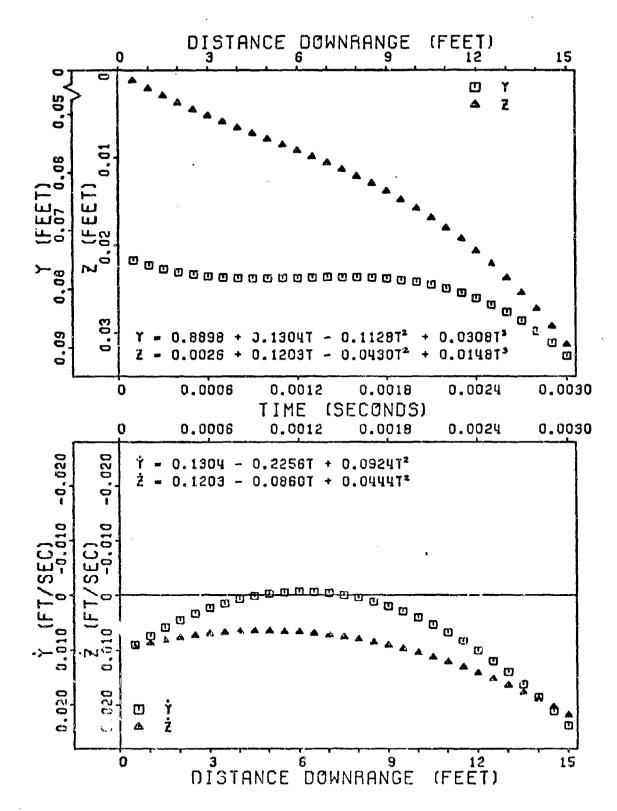


Figure 48. Fitted Translational Data Ground Point - Round 4

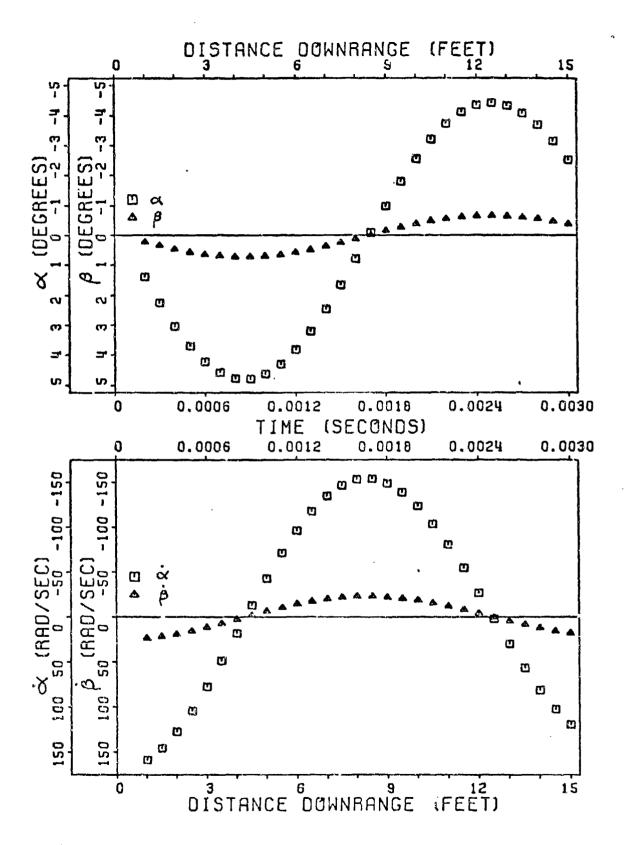


Figure 49. Fitted Angular Data Ground Point - Round 4

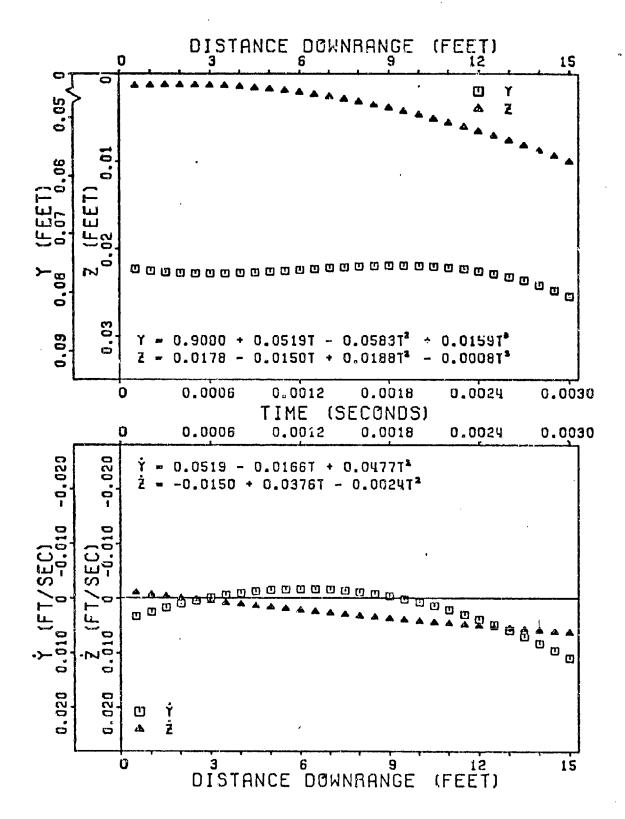
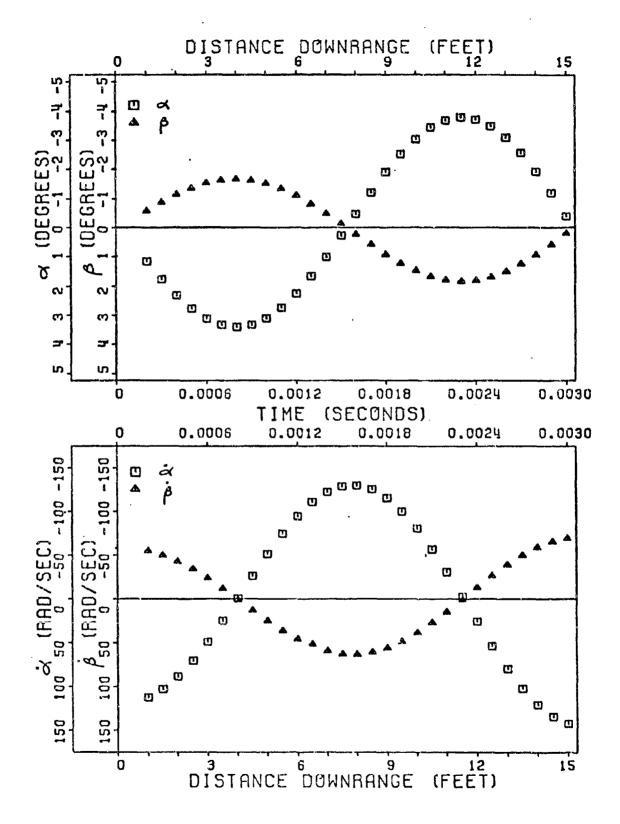


Figure 50. Fitted Translational Data Ground Point - Round 6



Figur: 51. Fitted Angular Data Ground Point - Round 6

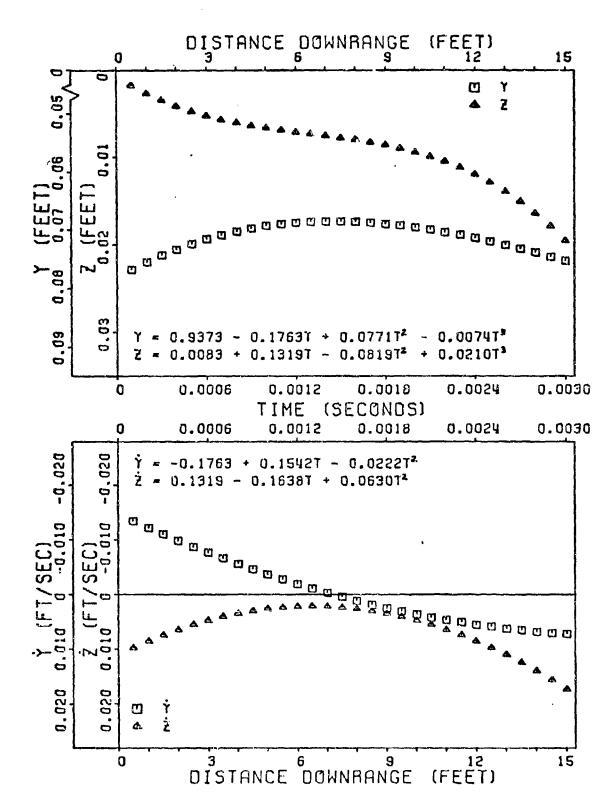


Figure 52. Fitted Translational Data Ground Point - Round 7

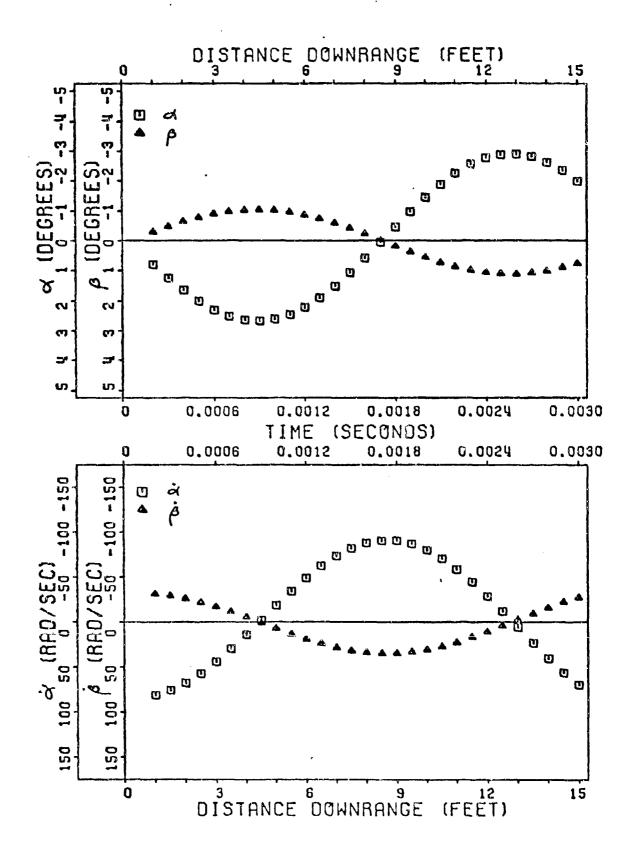


Figure 53. Fitted Angular Data Ground Point - Round 7

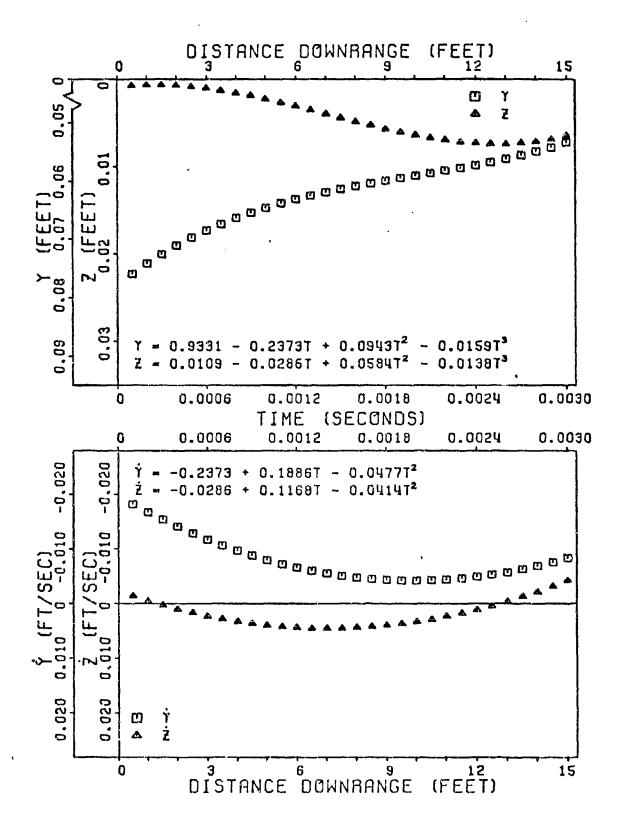


Figure 54. Fitted Translational Data Ground Point - Round 8

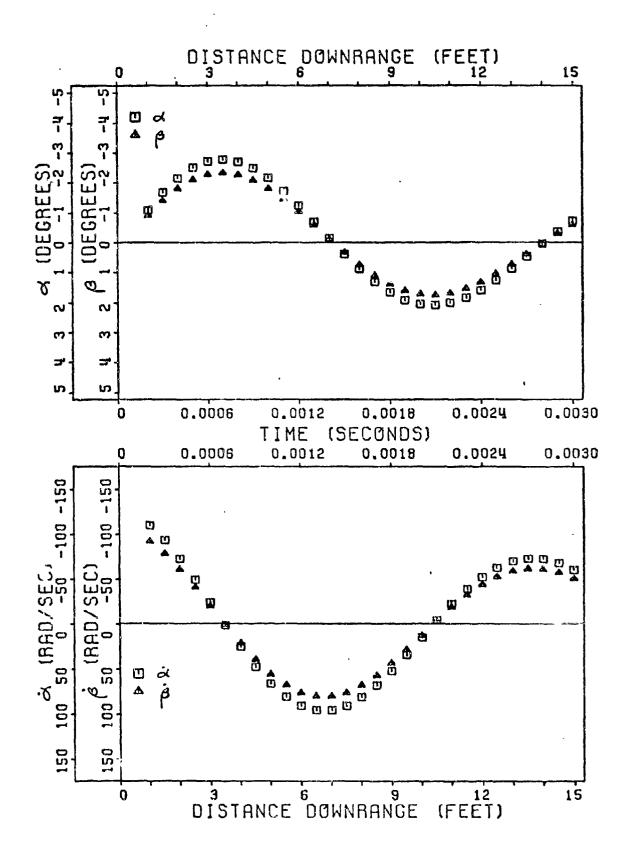


Figure 55. Fitted Angular Data Ground Point - Round  $\delta$ 

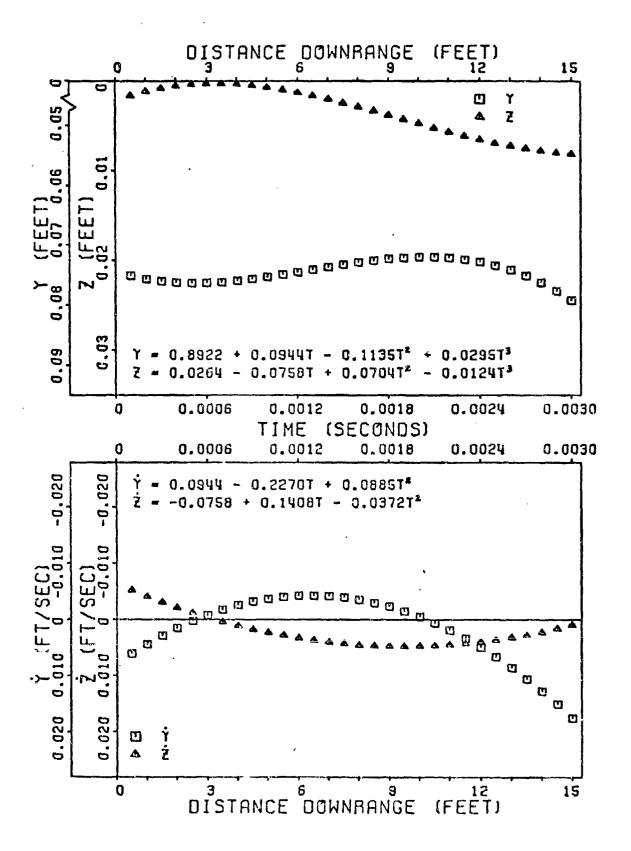


Figure 56. Fitted Translational Data Ground Point - Round 14

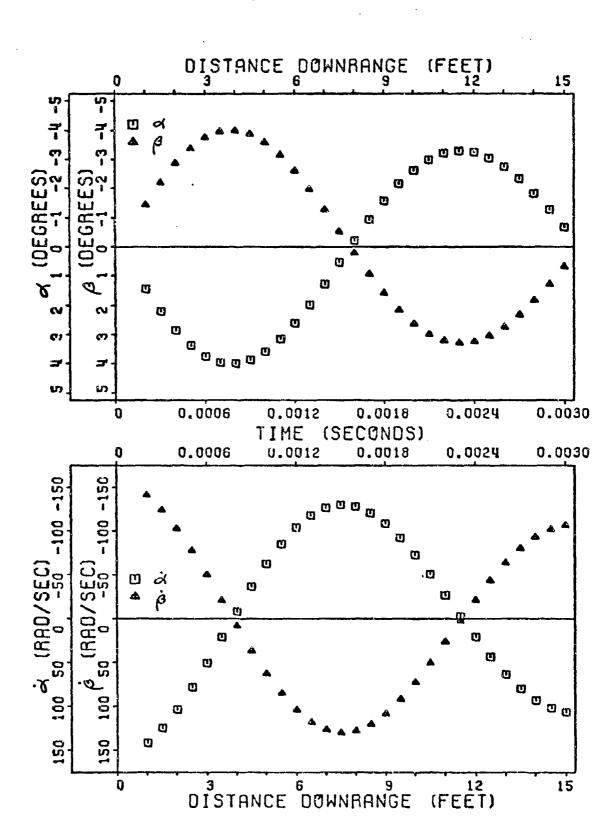


Figure 57. Fitted Angular Data Ground Point - Round 14

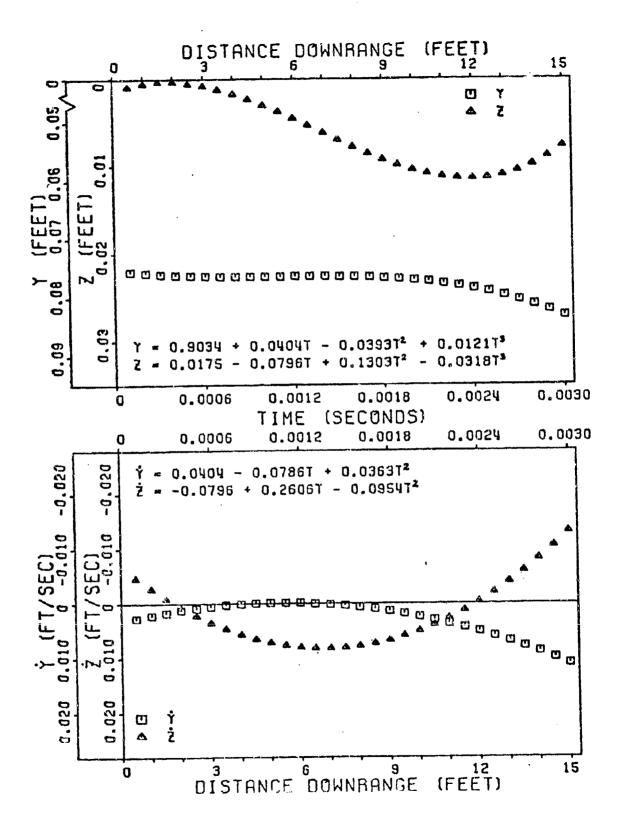


Figure 58. Fitted Translational Data Ground Point - Round 16

1 6

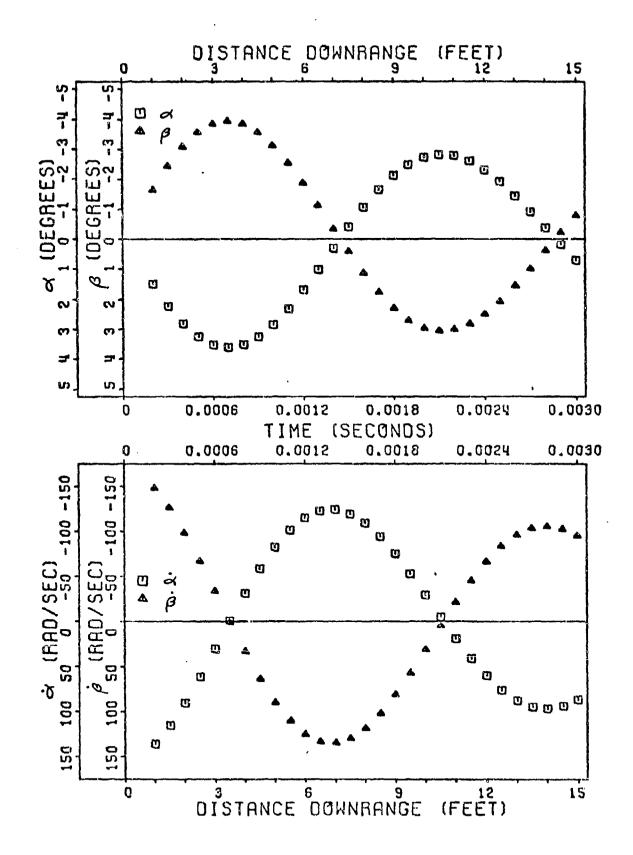


Figure 59. Fitted Angular Data Ground Point - Round 16

( ... k

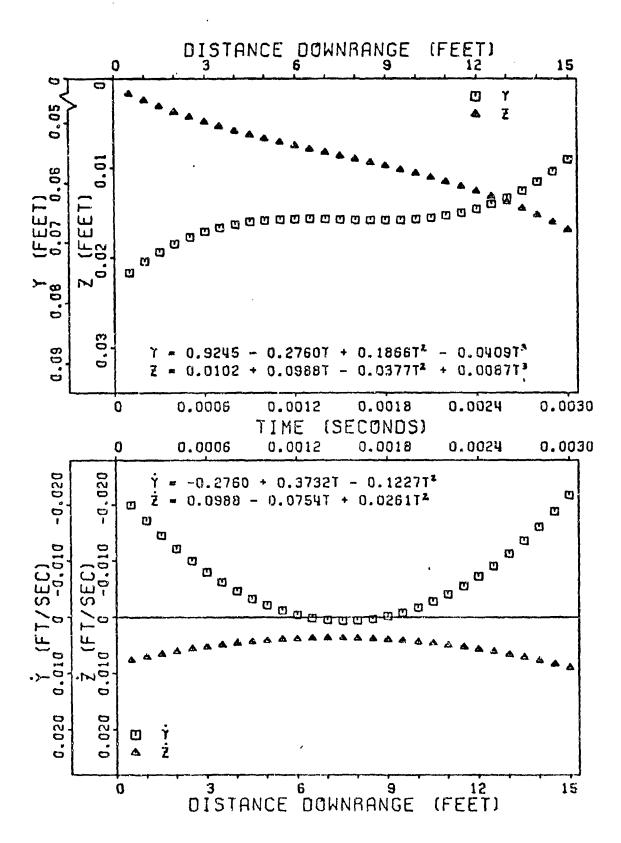


Figure 60. Fitted Translational Data Ground Point - Round 17

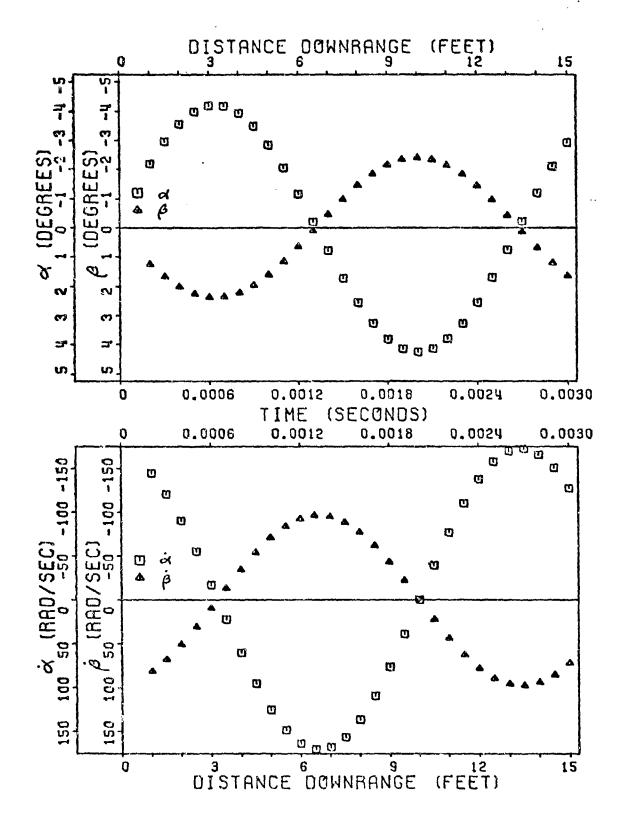


Figure 61. Fitted Angular Data Ground Point - Round 17

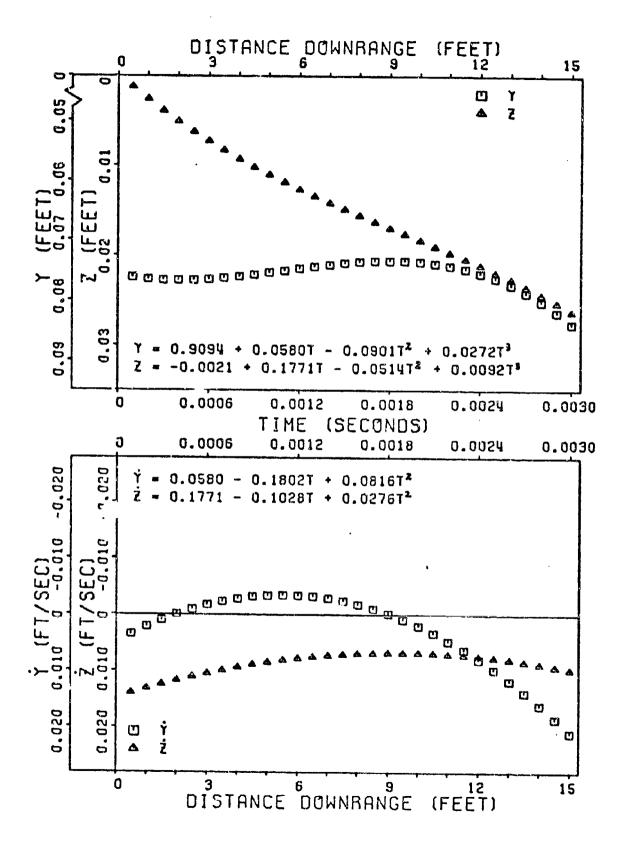


Figure 62. Fitted Translational Data Ground Point - Round 19

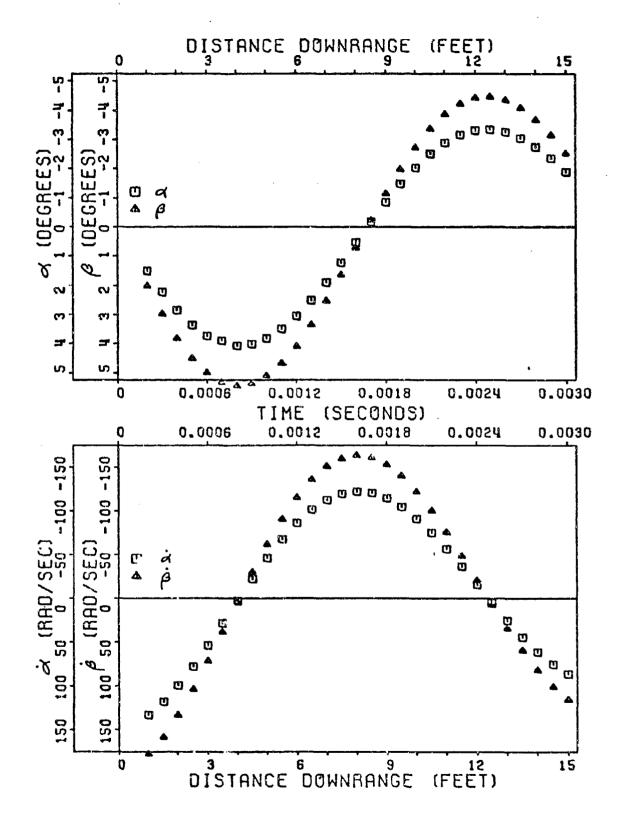


Figure 63. Fitted Angular Data Ground Point - Round 19

TABLE XXI

AERODYNAMIC PARAMETERS FROM LEAST SQUARES FIT

R O U N D	K <sub>1</sub> (degrees)	λ (rad/sec)	ω (rad/sec)	δ (rad)		
4 .	5.01	-49.48	1921.3	-1.29		
6	3.64	68.24	2079.8	-1.21		
7	-2.78	46.48	1871.4	-1.26		
8	-4.02	-203.19	2267.6	-1,21		
14	6.09	-126.37	2042.0	-1.23		
16	5.84	-174.7	2211.7	-1.18		
17	-4.81	8.53	2314.5	-1.02		
19	7.35	-121.62	1889.9	-1.22		

$$\alpha = K_1 e^{\lambda t} \cos(\omega t + \delta)$$

$$\dot{\alpha} = K_1 e^{\lambda t} \left[ \lambda \cos(\omega t + \delta) - \omega \sin(\omega t + \delta) \right]$$

**(**]

## DISPERSION ANALYSIS

## Free Flight vs Theory

Once the initial conditions are determined as in the previous section, they are applied to the theory and compared to the dispersion of each test fired round. To utilize the theory, the fitted data must be chosen for a given time; that is,  $\overline{S_0}$ ,  $\overline{S_0}$ ,  $\overline{\alpha_0}$ ,  $\overline{\alpha_0}$  must be selected for one given point in time - position downrange. Since the question of what point in time do the initial conditions occur, 3 sets of initial conditions were chosen to correspond with positions 1, 3, 5 feet downrange. This span of position downrange may or may not be sufficient to include the actual time corresponding to the initial conditions for each round. The following analysis will determine each round's effective time for its initial conditions.

For each set of initial conditions, theory and 6-D computations were done and compared to target data for the Frankford test firings. The results are tabulated in Table XXII in mils and plotted in Figures 64-71 in feet; deviation from the time of fire at 50 ft. downrange. The relationship between the deviations in feet and mils at 50 ft. downrange is:

$$J.A. \text{ (mils)} = \frac{S(ft)}{x} \text{ (1000)}$$

or 
$$\overline{\int .A.}$$
 (mils) = (20)  $\overline{S}$  (ft)

To accurately and concisely analyze the complex and large amount of data in Table XXII, the positions downrange in which the initial conditions were selected must be simultaneously analyzed with the dispersion results at 50 ft downrange. The problem in choosing initial conditions is where they should be taken; at what point downrange. Normally, one would think

TABLE XXII
DISPERSION ANALYSIS RESULTS

	P D	Initial Conditions					Frankford : Dispersion		Theory		6-D		
R O U	P Down								Dispersion		Dispersion		
	t r	u <sub>O</sub>	Po	\$	Šo	$\overline{\alpha}_0$	$\overline{\dot{\alpha}_{0}}$						F
G G	l and n and	(ft/sec)		(ñ)	(ft/sec)	(deg)	(rad/sec)	mils	mils	mils	mils	mils	[mils]
4	1	4747	11454	0.075968+	0.007415+ 0.0087401	0.2045+ 1.37321	23,60+ 158,461	2, 333- 0, 750i	2.451	1,329- 1,302t	1.861	1, 300- 1, 100i	1.703
	3			0.077840+			11.54+ 77.571			1.413- 0.529i	1,508	1.380- 0.480i	1.461
	5				-0.000233+		-6.41 -43.04(			1.571+ 0.5781	1.674	1.520+ 0.420i	1.577
6	1		13201		0.002541-	-0.5633+	-54.80+ 112,481	1.050- 0.2001	1.069	2.001-	2.213	2.100-	2.293
	3			0.076799+	0.000074+					0.9441 1.709- 0.3901	1.753	0.9201 1.760-	1.796
	5			0.076458+	-0.001417+	-1,5145+	25.01-			1.268+	1,367	.0.360i	1. 361
	l			0.075422+	0,001683 <u>1</u> -0,012196+		51, 29i -31, 50+			1.777	1.888	1.820-	1 803
7	3	4642	14219	0.071473+	0.0084721	-0,8928+	81,241 -17,09+	2.817- 0.083i	2.818	0.6381 1.550-	1.572	0.520 <u>1</u> 1.560-	1.573
	5	7 - 7		0.069225+	0,0046921 -0,003692+		44.08 <u>1</u> 7.18-			0,2631 1,285+	1.386	0.2001	JI
	1				0,0025921 -0,016791-	2.61491 0.9121	18,521 -92,44-	1.067+ 1.983i	2.249	0,5201	2.527	0.220i 2.000+	1 1
8	3	4662	12998	0.0006171	0.000375 <u>1</u> -0.011776+	1.08721 -2. <b>27</b> 37-	110,17i -20,06-			1.0181	<del> </del>	0.840I 1.600+	2.22.
	5	4002	12996		0.002215t -0.008033+		23.911 55.78+			0.2421	1.596	0.260	1.021
				0.0022421	0.003900	2.15441	66,481			0.530i 2.727-	0.975	0,3401	
	1	4758	13289	0,0011631	0,0040941 -0,000828-	1,43941	141,471	1.067± 0.3171	1.113	1,1921	2,976	1,0001	2.804
14	3			0.0002991		3,74971 -3,5793+	50, 321 62, 36-			0,4421	1.967	0,3601	1.993
	5			0.0007171	0.0023171	3,57971	62:371			0.5501	1.069	1.280+ 0.280[	1,310
	1	4753	17354	0.0005451		1.50301	-148.66 136.231	1.683- 0.083i	1,685	2.790- 1.168i	3.024	2.740- 0.9001	2.884
16	3			0.0008151	0.000526+ 0.0035351	3.52081	-33, 39+ 30, 601			1,762- 0,275i	1,784	1.960- 0.300i	1.983
	5			0.0030331	-0.000158+ 0.007133 <u>1</u>	-3, 1123+ 2,85221	89.81- 82.311			0.699+ 0.766t	1,037	1.000+ 0.440i	1.093
	1		16613	0,0023771	-0.017189+ 0.0070641	2,1911	81.70- 144,42 <u>1</u>			0.767+ 1.3851	1.583	0.880 <sub>4</sub> 1.180j	1.4/2
17	3	<b>4</b> 677		0.0048161	-0.008021+ 0.0052461	4.18221	16.581	1,400- 0,383i	1.451	1.342+ 0.318	1.379	1.180+ 0.320[	1.223
	5			-	-0.002125+ 0.0041251	1.6065- 2.83971	-70.94+ +125.4()[			1.996- 0.9151	2, 195	1.860- 0.520I	1,931
19	1	4679	11913	0.0764681	0.002102+	2.0237+ 1.5114i	178.11+ 133.021	1.7834 1.1831	2.140	-0.063- 1.063t	1.065	0. 180- 0. 920i	0.937
	3			0.076470+	-0.001729+ 0.0104461	5.0161+ 3.7462i	72.16+			0.849- 0.237i	0.881	0.780- 0.200i	0.805
	5				-0.003383+	5,1169+ 3,8215f	-61.58- 45.991			2.010+ 0.723i	2.136	1,620+ 0,600t	1.728
L	Li		L	3.3.3.77	3,000,721		10,771		<u></u>	J. 7. 01	<u> </u>	13.000	1

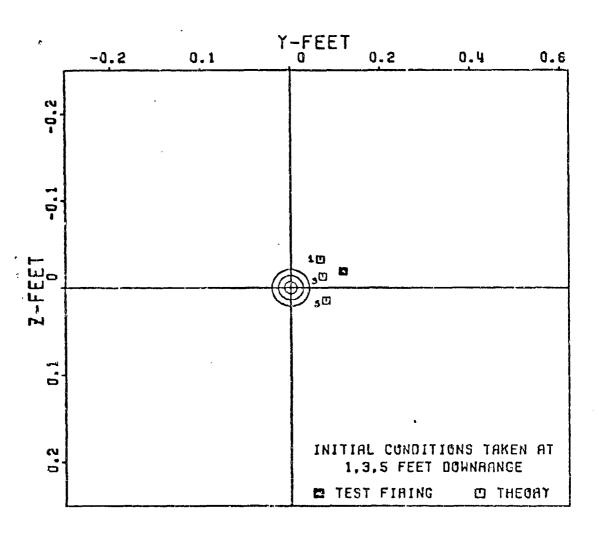


Figure 64. Dispersion: Ground Point - Round 4 Test Firing vs Theory, at 50 ft. Downrange

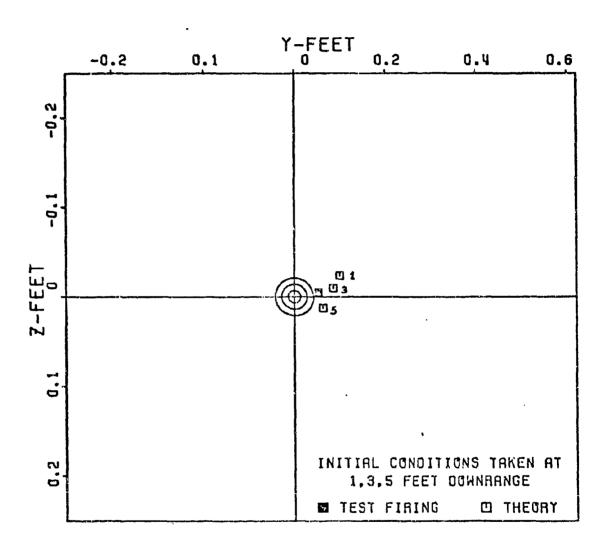


Figure 65. Dispersion: Ground Point - Round 6 Test Firing vs Theory, at 50 ft. Downrange

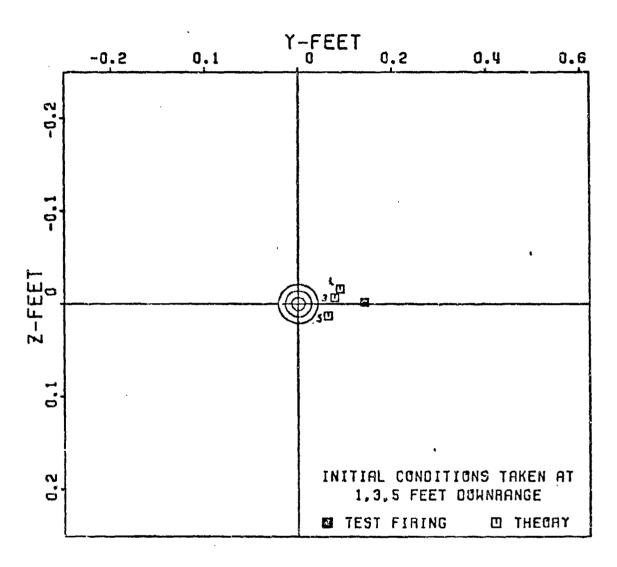


Figure 6.. Dispersion: Ground Point - Round 7 Test Firing vs Theory, at 50 ft. Downrange

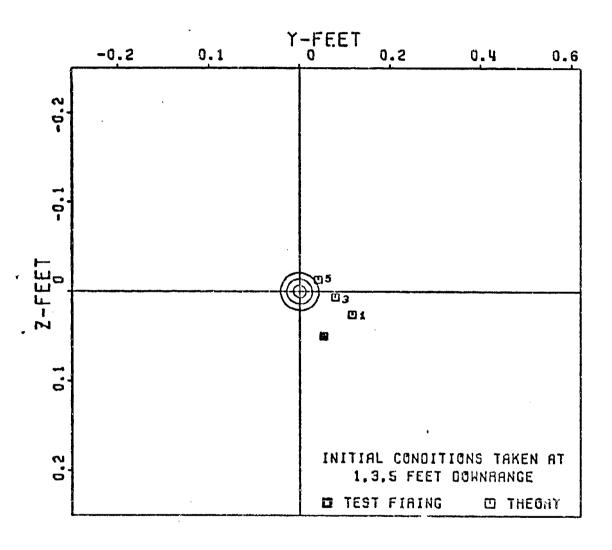


Figure 67. Dispersion: Ground Point - Round 8 Test Firing vs Theory, at 50 ft. Downrange

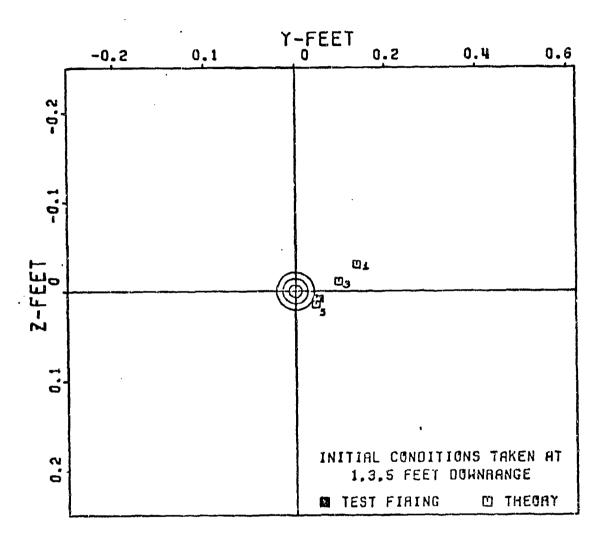


Figure 68. Dispersion: Ground Point - Round 14 Test Firing vs Theory, at 50 ft. Downrange

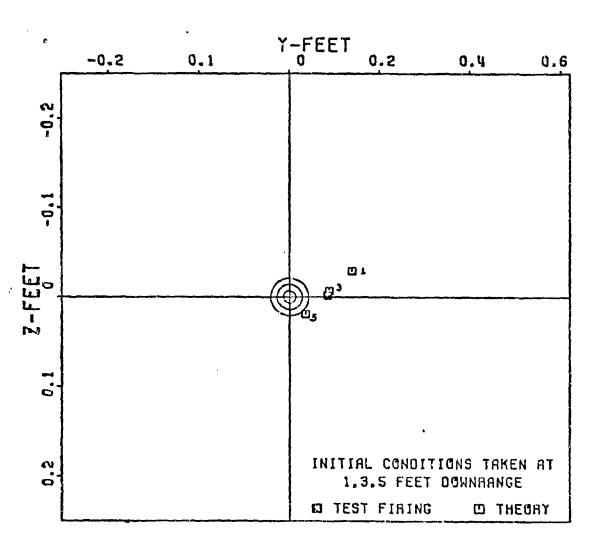


Figure 69. Dispersion: Ground Point - Round 16 Test Firing vs Theory, at 50 ft. Downrange

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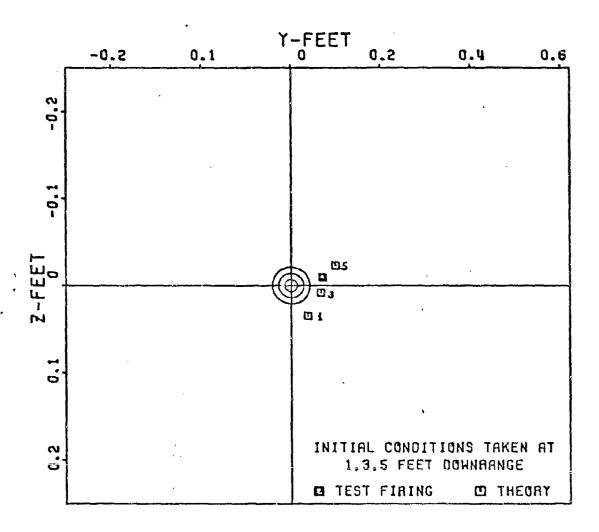


Figure 70. Dispersion: Ground Point - Round 17 Test Firing vs Theory, at 50 ft. Downrange

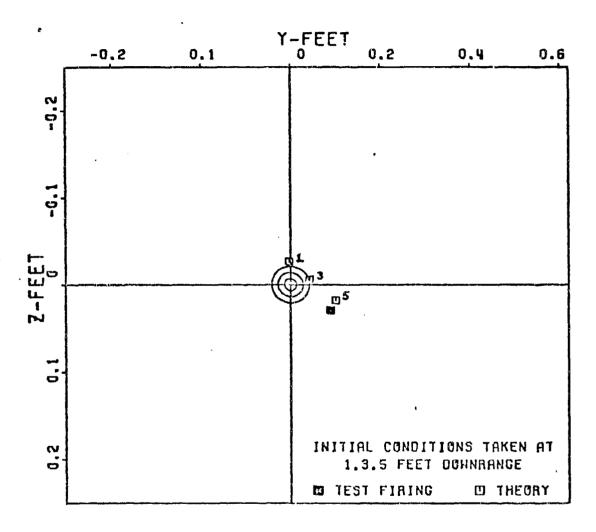
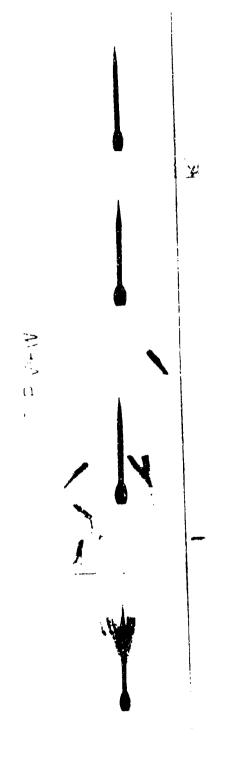


Figure 71. Dispersion: Ground Point - Round 19 Test Firing vs Theory, at 50 ft. Downrange

that the initial conditions would occur immediately after leaving the gun barrel. However, the flechette being a finned body needs a sabot configuration to guide it down the barrel, Figure 29. The sabot causes the initial condition location problem since the sabot must separate from the flechette outside of the gun barrel. The exact time and place where this occurs is not constant; varying from round to round. Not only does the sabot separate from the flechette instantaneously different every time. the sabot may not separate cleanly or the same way every time. Interference with the fins after sabot separation can cause disturbances to the flechette and alter the initial conditions. In addition, asymmetric sabot separation can influence the initial conditions. Figures 72-79 illustrate the flight transition sequence for the 8 flechette test rounds. In every sequence the sabot begins to separate, in varying degrees, 1 ft. downrange. At 3 ft. downrange, the sabot is nearly completely separated, but in some cases the sabot particles pose interference problems with the fins. By 5 and 7 ft. downrange the sabot has completely separated and the flechette is in free flight. The correspondence between the flight transition sequence and dispersion results can be seen in each individual round. Figure 64 indicates that the initial conditions for round 4 occur somewhere between 1 and 3 ft. downrange judging by the dispersion of the actual tested round. Figure 72 verifies this fact in that the sabot has separated from the flechette between I and 3 ft. downrange. The y-coordinate in the dispersion vector does not



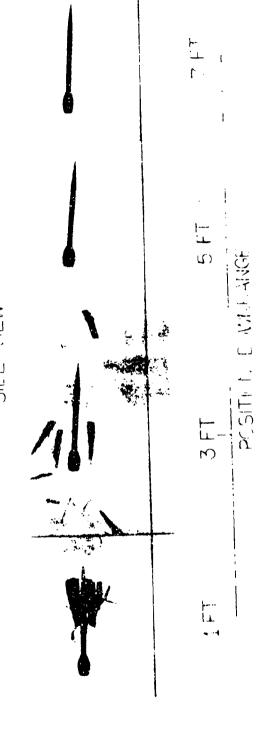


Figure 72. Flight Transition Sequence - Round 4

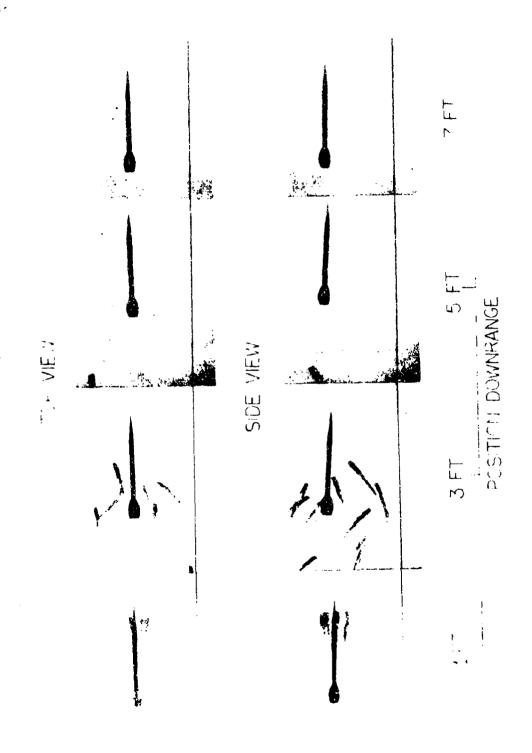
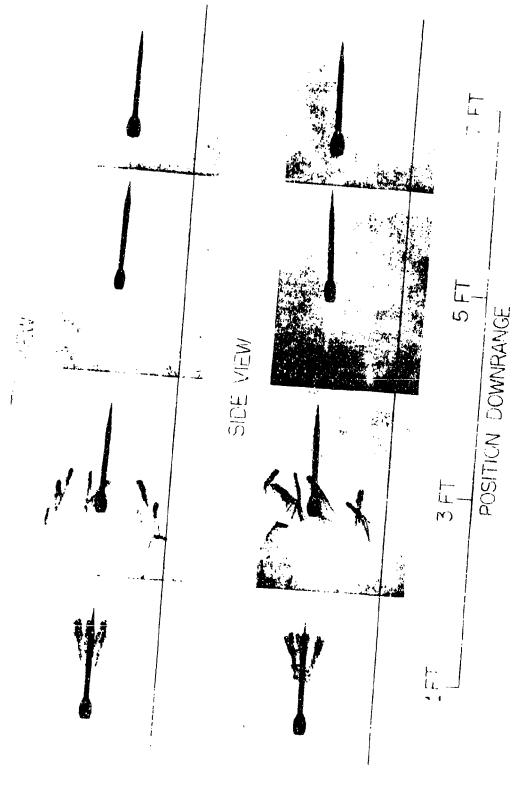


Figure 73. Flight Transition Sequence - Round 6



Transition Sequence - Round 7

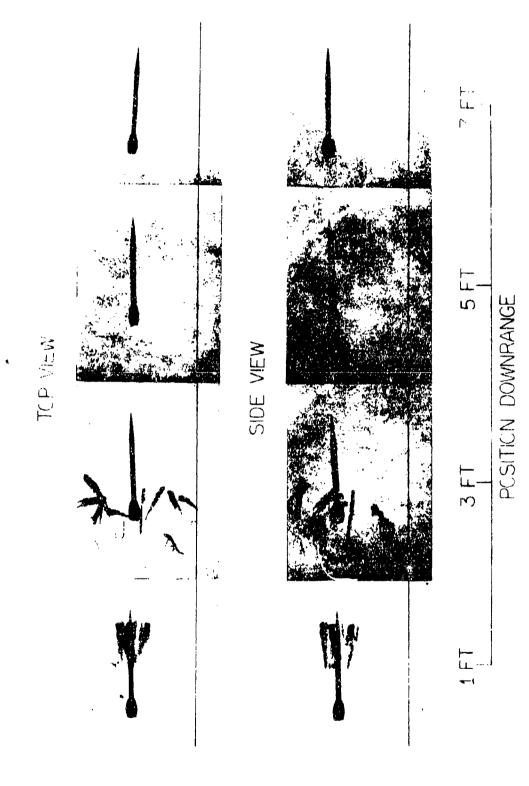
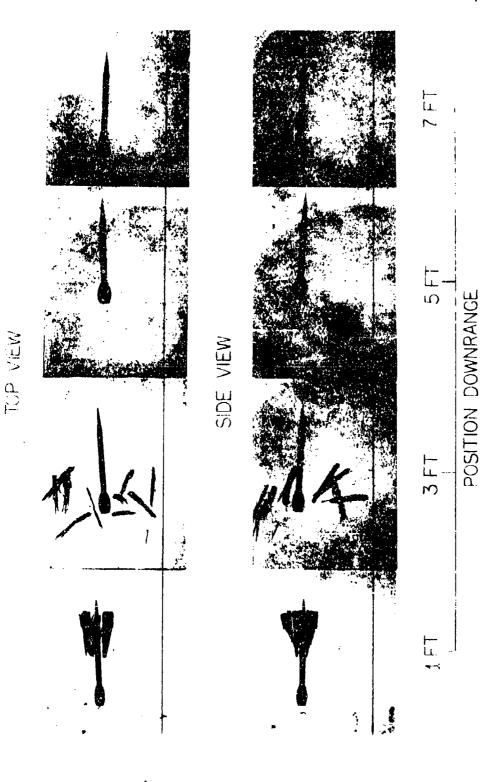


Figure 75. Flight Transition Sequence - Round 8

Figure 76. Flight Transition Sequence - Round 14



igure 77. Flight Transition Sequence - Round 16

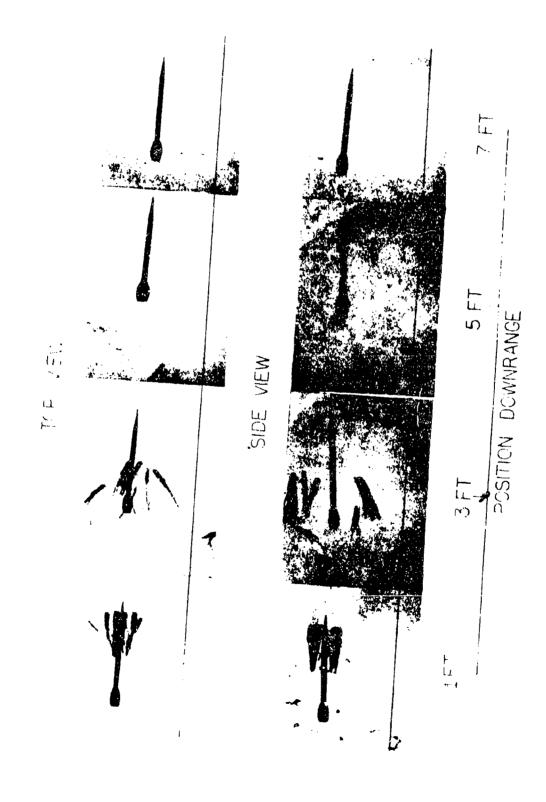
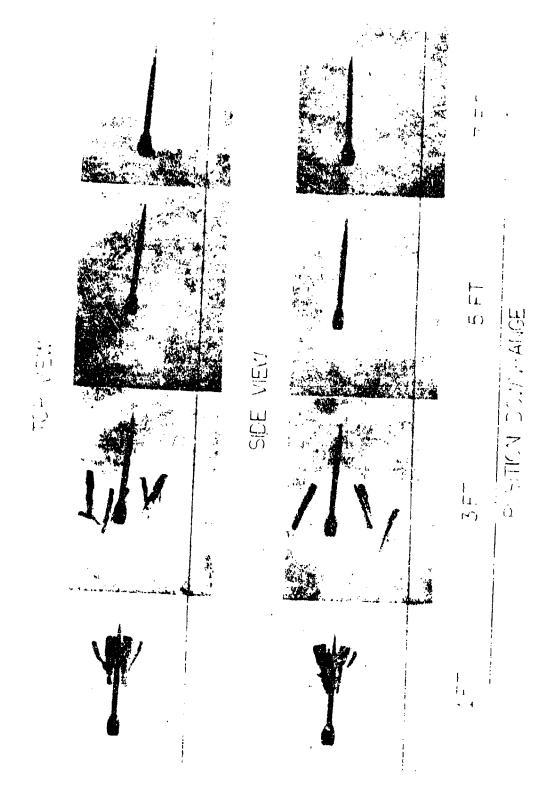


Figure 78. Filght Transition Sequence - Round 17



ilgure 79. Flight Transition Sequence - Round 19

accurately agree with the theory for this case. However, besides computational error other physical factors can influence dispersion. Contributions by fin asymmetries and other configurational asymmetries can be important but are unable to be detected or accounted for. Throughout this analysis this must be kept in mind to partially account for any discrepancy between the actual test firing and the theory and 6-D computations. Figure 65 indicates the initial conditions for round 6 occur between 3 and 5 ft. downrange. Figure 73 verifies this choice showing separation occurring around 3 ft but with sabot particles very close to the fins causing possible interference and delaying the initial conditions location. The initial conditions location for round 7 is difficult to accurately choose since the y-coordinate does not accurately agree, Figure 66. It is safe to say that the initial conditions occur sometime around 3 ft and Figure 74 verifies this choice. The z-coordinate for round 8 is not as accurate as would be desired. Figure 7, but the y-coordinate indicates initial conditions occurring between 3 and 5 ft downrange. Figure 75 agrees with this choice indicated interference with the fins at 3 ft delaying the initial conditions. Initial conditions for round 14 are chosen between 3 and 5 ft. downrange, Figure 68. Figure 76 indicates possible fin interference tending to verify the choice. Figures 69 and 77 indicate and verify the choice of initial conditions in the immediate vicinity of 3 ft downrange for round 16. Possible fin interference at 3 ft downrange, Figure 78, round 17, verifies a choice of initial conditions between 3 and 5 ft, Figure 70. A similar situation occurs for round 19 in Figures 71 and 79. It is often difficult to

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choose initial condition positions accurately due to slight discrepancies between theory and test firings. However, the discrepancies are of the order 0.05 ft, which shows up large in Figures 64-71 due to the scale chosen, but is within the error expected from the validation of theory section.

The influence of sabot separation can be readily seen by inspection of Figures 72-79, 1 and 3 ft downrange. In every case, the flechette and sabot are at nearly a zero angle of attack at 1 ft, but has changed angle of attack noticeably by 3 ft downrange. This would indicate that fin interference or asymmetric sabot separation is causing the noticeable effect. It can be concluded that dispersion is dependent upon the initial conditions that the initial conditions are a function of sabot separation and that the theory can predict what the initial conditions are and where they occur.

Dispersion Theory vs. First Maximum Yaw Hypothesis

A popular theory to predict the dispersion of flechettes is the First Maximum Yaw Hypothesis. This theory relates the dispersion magnitude to the first maximum yaw magnitude by a nearly linear relationship. Other initial conditions such as angular rate,  $\dot{\alpha}_0$  and translational velocity,  $\dot{S}_0$  are said not to effect dispersion. To disprove this theory and strengthen the position of the theory ascribing to dispersion due to initial conditions  $\dot{S}_0$ ,  $\dot{\alpha}_0$ , the First Maximum Yaw theory was applied to Frankford Arsenal data. Figure 80 shows a plot of dispersion magnitude vs. first maximum yaw magnitude. Clearly no linear relationship exists between

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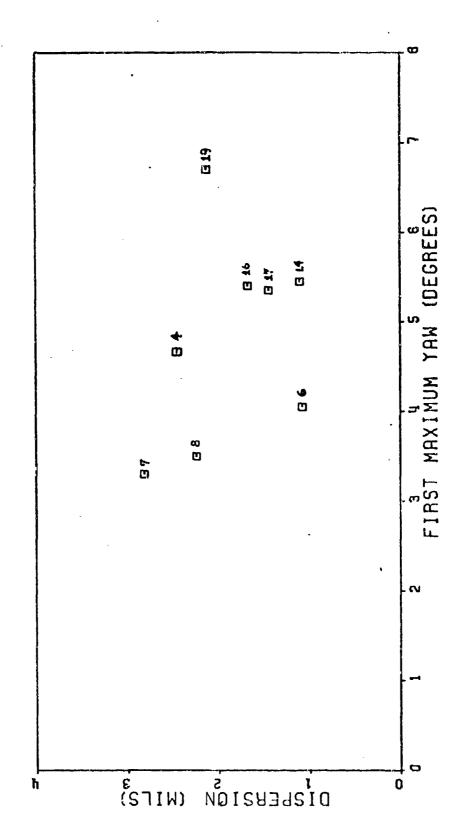


Figure 80. Dispersion vs First Maximum Yaw, Frankford Test Firing Results

dispersion and first maximum yaw. In fact, the plotted data resembles a random shotgun blast. Figures 81,82 and 83 employ the theory to the first maximum yaw hypothesis. Again the plot substantiates the findings of Figure 80. The disproval of the first maximum yaw hypothesis comes as no surprise since the dispersion theory contradicts it and the 6-D computations, which integrate the actual equations of motion, validated the dispersion theory. Therefore, dispersion could never accurately be predicted by a theory involving only first maximum yaw.

The influence of initial conditions,  $\dot{S}_{0}$ ,  $\dot{\alpha}_{0}$ , and  $\dot{\alpha}_{0}$  and dispersion for the actual test firings are expected to be different from that in the validation of theory section because of the different ranges in the initial conditions. For example,  $\dot{S}_{0}$  in the validation section was (100 + 100i) ft/sec. In the actual test firings,  $\dot{S}_{0}$  only ranged as high as 0.017 ft/sec. Of course, the large value was only to validate the theory. Here  $\dot{S}_{0}$  is very small and its contribution is accordingly smaller. In the reduced equation 24, employed to calculate the theory column in Table XXII,

$$\overline{J.A.} \text{ (mils)= } 1000 \left[ \frac{\overline{S_0}}{x} + \frac{\overline{S_0}}{u} - \frac{I_y}{mud} A \left( \frac{\overline{\alpha_0}}{\alpha_0} - \overline{\alpha_0} \frac{ipI_x}{I_y} \right) \right]$$

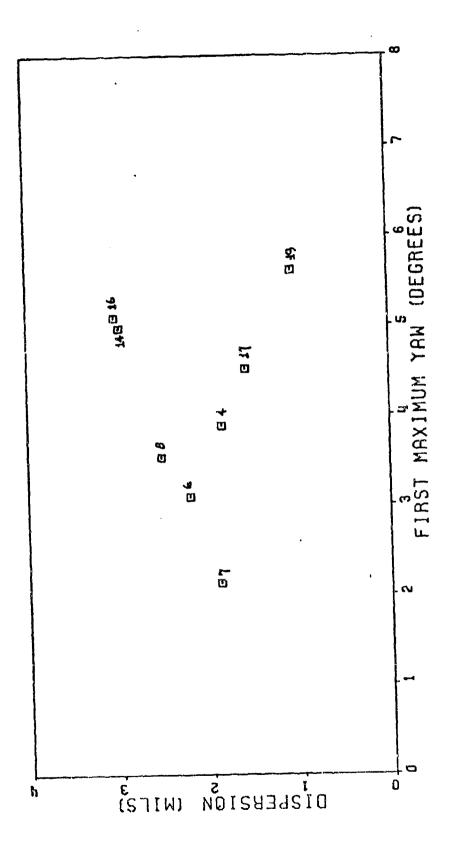
for round 4, 1 ft downrange,

$$1000 \frac{\overline{S_0}}{u} = (0.001562 + 0.001841i) \text{ mils}$$

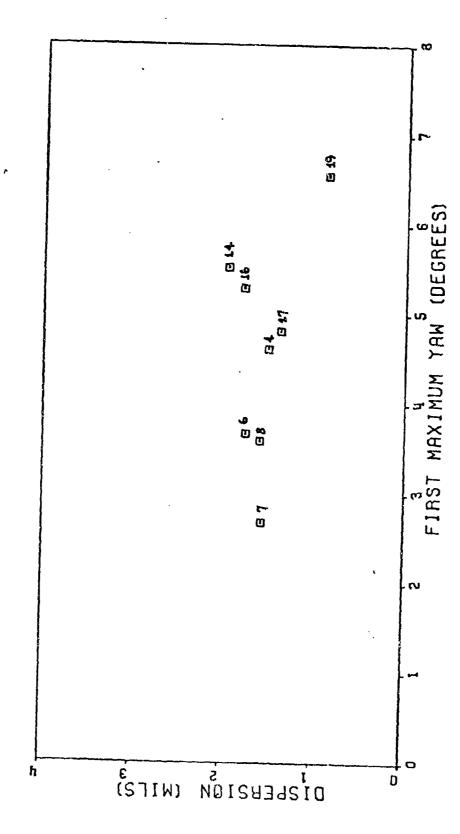
where as,

$$\overline{J.A.} = (1.329 - 1.302i)$$
 mils

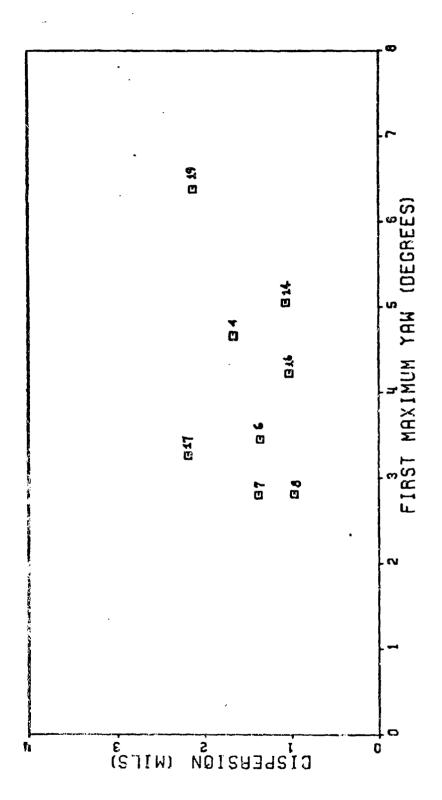
Since this is typical of the 8 rounds tested,  $\hat{S}_{0}$  has little effect on dispersion for these rounds.



Dispersion vs First Maximum Yaw, Theory - Initial Conditions, I ft Downrange Figure 81.



Dispersion vs First Maximum Yaw, Theory - Initial Conditions, 3 ft. Downrange Figure 82.



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Dispersion vs First Maximum Yaw, Theory - Initial Conditions, 5 ft. Downrange Figure 83.

Similarly, for this particular case,

$$1000 \frac{\overline{S_0}}{x} = (1.519360 + 0.041760i) \text{ mils}$$

$$1000 \frac{1}{\alpha_0} \frac{\text{ipl}_x A}{\text{mud}} = (-0.01437 + 0.00214i) \text{ mils}$$

$$-1000 \frac{1}{\alpha_0} \frac{\text{Iy} A}{\text{mud}} = (-0.206075 - 1.383672i) \text{ mils}$$

Obviously,  $\overrightarrow{S_0}$  and  $\overrightarrow{\alpha_0}$  are by far the greatest contributors to dispersion for this case. Inspection of all the other 23 cases in Table XXII agrees with this general pattern.  $\overrightarrow{S_0}$  can be nearly eliminated, of course, by accurate setup of the test equipment so that the gun barrel is set exactly at coordinates (0,0). Any  $\overrightarrow{S_0}$  then would occur from displacement due to the blast. This leaves the major culprit in dispersion to be  $\overrightarrow{\alpha_0}$ . Figure 84 illustrates the dependence of the Jump Angle, and hence dispersion, upon angular rate and angle of attack.

Although  $\dot{\alpha}_0$  contributes the most to the Jump Angle, the combination of  $\dot{S}_0$  and  $\dot{\alpha}_0$  also has a noticeable influence. From the test firings,  $\dot{S}_0$  was found to have a negligible effect on dispersion. Therefore, it is neglected in Figure 84 to simplify the plot. It is evident from Figure 84 that various combinations of  $\dot{\alpha}_0$  and  $\dot{\dot{\alpha}}_0$  yield zero dispersion. It is possible that large values of  $\dot{\alpha}_0$  and  $\dot{\alpha}_0$  can combine to yield zero dispersion; an impossibility with the first maximum yaw hypothesis. If  $\alpha_0$  and  $\dot{\alpha}_0$  are able to balance to give zero dispersion, then this idea can be expanded to include the entire equation.

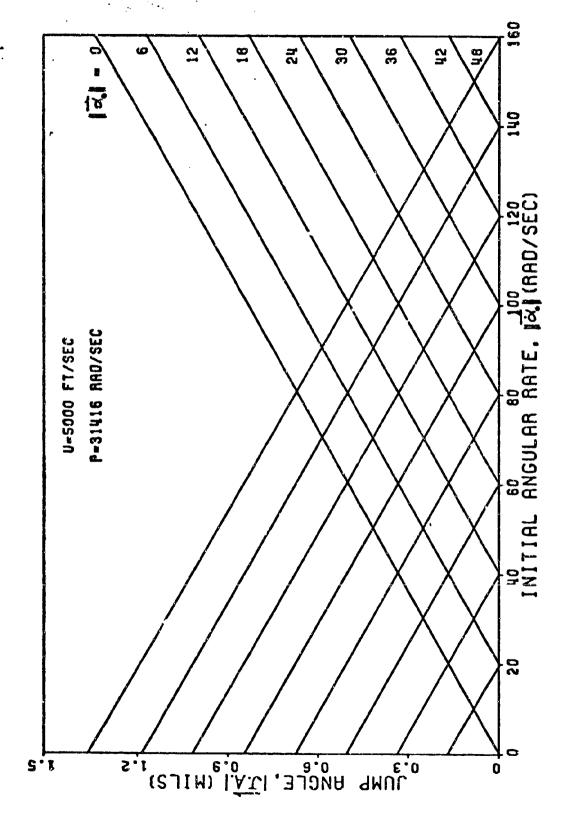


Figure 34. Jump Angles for Various Initial Conditions

The governing equation used throughout this dispersion analysis section is:

$$\overrightarrow{J.A.} = 1000 \left[ \frac{\overrightarrow{S_0}}{x} + \frac{\overrightarrow{S_0}}{u} - \frac{I_y}{mud} \wedge \left( \frac{\overrightarrow{\alpha}_0}{\alpha_0} - \overrightarrow{\alpha_0} \frac{ipI_x}{I_y} \right) + \frac{ig}{2} \left( \frac{x}{u^2} \right) \right]$$

Eliminating the constant gravity term,

$$\overrightarrow{J.\Lambda} \approx 1000 \left[ \frac{\overrightarrow{S_0}}{x} + \frac{\overrightarrow{S_0}}{u} - \frac{I_y}{mud} A \left( \overrightarrow{\alpha_0} - \overrightarrow{\alpha_0} \frac{ipI_x}{I_y} \right) \right]$$

Setting  $\overline{J}$ . A. to zero, the idea benind Figure 84 is expanded to include  $\overline{S_0}$ ,  $\overline{S_0}$ .

$$\frac{\overrightarrow{S_0}}{\overrightarrow{x}} + \frac{\overrightarrow{S_0}}{\overrightarrow{u}} = \frac{I_y}{\text{mud}} A \left( \overrightarrow{\alpha}_0 - \overrightarrow{\alpha}_0 \frac{\text{ip} I_x}{I_y} \right)$$

rearranging

$$m\left[\overrightarrow{S_0}\left(\frac{u}{x}\right) + \overrightarrow{S_0}\right] = \frac{A}{d} \left(\overrightarrow{\alpha}_0 L_y - \overrightarrow{\alpha}_0 ipL_x\right)$$

A dimensional analysis of the equations finds that both sides have units of momentum or impulse. Going one step farther it can be said that to obtain zero dispersion:

Therefore it is the imbalance in the initial momentums that causes dispersion. The size of initial conditions can be huge, Figure 84, but if they can combine to balance, zero dispersion results. The way the initial conditions combine, determine the magnitude of the imbalance or dispersion. It should be noted that this dispersion discussed is round to round dispersion and that the inconsistency of the momentum imbalance

from round to round causes a dispersion pattern (a set of rounds). The next section will highlight this principle in the evaluation of physical factors affecting dispersion.

Initial momentum imbalance has been shown to cause dispersion.

Initial conditions determine the magnitude of the imbalance. What causes these initial conditions to occur is the subject of this final section. Initial conditions occur somewhere between zero and five feet downrange to different degrees of magnitude due to various conditions. These conditions are:

- 1. Fin or body asymmetry
- 2. In-bore mal-alignment
- 3. Asymmetric blast
- 4. Asymmetric sabot separation
- 5. Sabot-fin interference
- 6. Fin or body damage

Fin or body asymmetries can cause dispersion magnitudes to range as much or greater than those in the Validation of Theory section for aerodynamic asymmetries. These asymmetries can be overcanted or bent fins, damaged nose cone, or even body deformities. Figure 85 which shows in-bore mal-alignment also shows a slightly bent body, concave downward. In-bore mal-alignment can be attributed to warping and/or the entire flechette at some angle of attack. Clearly, if this flechette were fired, the in-bore angle of attack would produce an  $\alpha_0$  outside the gun barrel even before sabot separation. With the flechette at some angle of attack, the blast can cause a large  $\alpha_0$  and an  $\alpha_0$ . The blast itself

Figure 85. Flechette In-Bore Position

is a chief catalyst in causing the initial conditions. An asymmetric blast can indeed impart influence on the initial conditions, bu vmmetric. blast can also. Given an initial angle of attack due to sor the symmetric blast can cause significant  $\vec{\alpha}_o$ ,  $\vec{\dot{\alpha}}_o$ ,  $\vec{\dot{s}}_o$  and  $\vec{\dot{s}}_o$ . Figure 86 shows a typical blast region with the flechette outlined in the picture. The momentum principle discussed in the previous section goes hand-inhand with this blast region. It is here that the transverse and angularmomentum is imparted to the flechette. Figure 87 illustrates a typical flechette in the blast region. Coming out of the barrel at some angle of attack, the blast catches the flechette and induces some angular rate. At the same time, the flechette is translated laterally giving an  $\overline{S_0}$  and  $\dot{S}_{o}$ . If these contributions cancel each other out; that is, if initial transverse momentum equals initial angular momentum then the dispersion is zero. If they do not cancel, dispersion results. The sketch is highly simplified in that the blast itself is all-engulfing as in Figure 86. Of course, the transition sequence of sabot separation, fin interference, and possible fin damage must not be forgotten. The transition sequence occurs in the blast region, however, and is not considered separate from the blast. When separation occurs, the sabot particles are apt to interfere with the fin section and cause possible damage. Once the sabot has separated and cleared the fins the blast has had its greatest effect and the initial conditions can be determined. After the flechette has moved downrange, it assumes supersonic free flight, Figure 88.



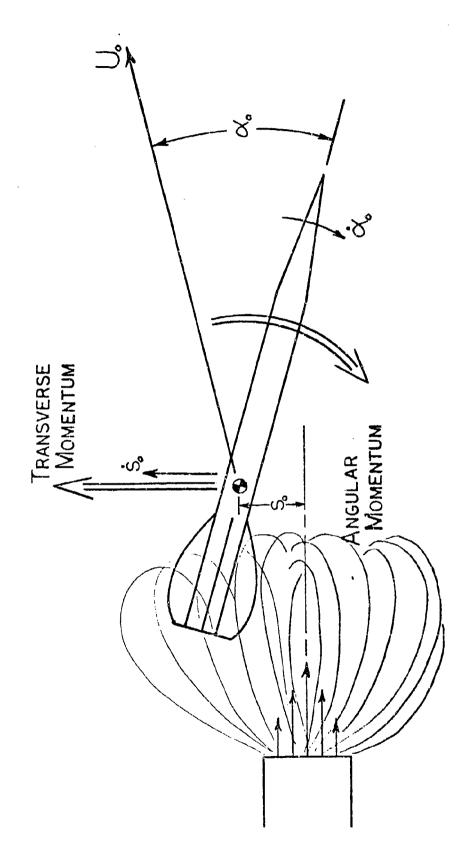
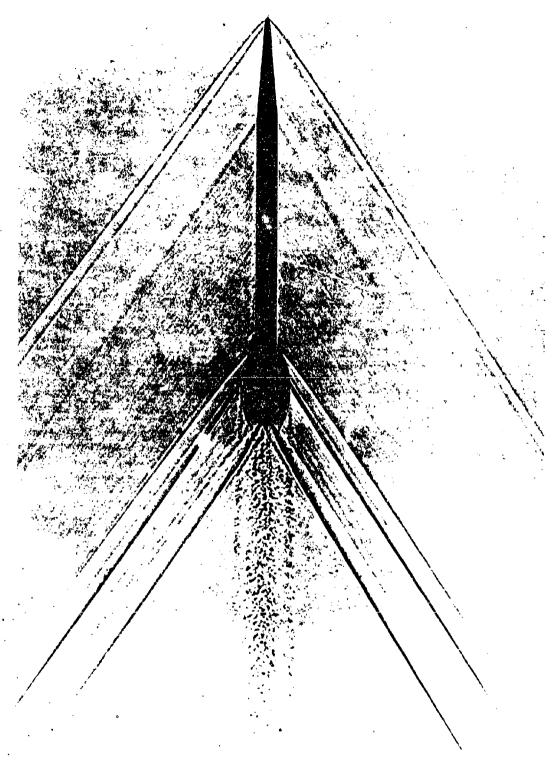


Figure 87. Muzzle Blast Effects



## CONCLUSIONS

A complete Jump and Dispersion Theory has been developed for free flight vehicles. Three governing equations have been determined to accommodate high, low, and very low roll rates. The theories were found to be accurate with six-degree-of-freedom numerical computations of the equations of motion and therefore reliably predict the jump and dispersion of flechettes. The theory validation included 201 case runs in four phases. The first phase validated the theory with respect to restoring and damping moments. The effect of these moments on dispersion was found to depend on the initial conditions. The second phase validated the theory with respect to Magnus forces and moments. The effect of Magnus was found to be very small and not to be of any consequence unless the total dispersion of any given round was of the same order of magnitude as the Magnus effect. Phase three validates the theory with respect to aerodynamic asymmetries and roll rate. All three theories were validated in this phase and found to be quite accurate considering the large dispersions encountered. Aerodynamic asymmetries causing a trim angle of 10 had little effect on the dispersion of flechettes. Slower rolling bodies were shown to have, in general, increasingly larger dispersion values as roll rate decreased. It can be concluded that for free flight vehicles that are prone to aerodynamic asymmetries and fin damage, a high roll rate is essential to lower dispersion and increase accuracy. The fourth phase validates the theory with respect to gravity. The theory indicates a lateral contribution to dispersion from gravity in addition to the obvious vertical contribution.

For the flechette, the lateral contribution was found to be minimal and was neglected in this analysis.

Free flight data was obtained from Frankford Arsenal to correlate with the theory. Angular and translational data was fitted and put into initial condition form. The initial condition data was applied to the theory and compared to target data for the rounds tested. The theory was found to agree favorably in magnitude with the test firings. As a result, the method used to analyze the data can be considered a valid method. Photographs of the test firings were taken to include the flight transition sequence in the blast region. The pictures further verify the analysis method of the initial conditions by allowing agreement between the chosen initial conditions and the position downrange where they were selected.

The evaluation of the free flight dispersion against the theory also disproves the First Maximum Yaw hypothesis. A plot of jump angle vs. first maximum yaw of actual test data produced a shotgun blast pattern with no relationship evident between dispersion and first maximum yaw. In addition, a plot of jump angle versus angular rate for various initial angles of attack indicates an infinite amount of combinations of initial conditions to yield a given jump angle. Thus, zero dispersion has an infinite set of possible initial conditions. It was found for zero dispersion that a unique physical condition holds: to obtain zero dispersion, initial transverse momentum = initial angular momentum. These impulses are imparted to the flechette in the blast region where the body and especially the fins are subject to disturbances. Momentum imbalance is the reason

dispersion occurs. The initial conditions only determine the magnitude of imbalance or dispersion. This dispersion is round to round dispersion. Inconsistency in the imbalance results in a dispersion pattern. The initial conditions were found not to occur until after the sabot separation and the blast has had its greatest effect. The factors causing the existence of initial conditions were found to be not only the blast and sabot separation sequence, but also fin and body asymmetries and bore mal-alignment. In order to decrease dispersion, these physical factors causing initial conditions must be kept at a minimum. The most important aspect would be to protect the fins from asymmetries, damage, and interference from the separating sabot. Initial conditions can never realistically be eliminated but if kept minimal, dispersion is reduced.

### APPENDIX

#### A-1

Appendix A1 contains mass parameters and stability coefficients for the Ground Point Flechette. Table A1-1 lists values for mass, diameter, axial and transverse moments of inertia. Figures A1-1 through A1-8 present stability coefficients used in this analysis versus Mach number.  $C_{\mathbf{Z}_{\alpha}}, \ C_{\mathbf{M}_{\alpha}}, \ C_{\mathbf{M}_{\alpha}} + C_{\mathbf{M}_{\alpha}}, \ \text{were provided by Frankford Arsenal. } C_{\mathbf{Z}_{p\beta}}, \\ C_{\mathbf{M}_{p\beta}}, \ C_{YE}, \ C_{ZE}, \ C_{ME}, \ C_{NE} \ \text{were nominal values of the coefficients} \\ \text{following the same trends of } C_{\mathbf{Z}_{\alpha}} \ \text{and } C_{\mathbf{M}_{\alpha}} \ \text{for Mach number. } C_{\mathbf{M}_{\alpha}} \ \text{and} \\ C_{\mathbf{M}_{q}} \ C_{\mathbf{M}_{\alpha}} \ \text{were verified in the University of Notre Dame supersonic} \\ \text{wind tunnel.} \ ^{16}$ 

## TABLE A1-1 FLECHETTE PARAMETERS

mass = 0.000046 slugs

diameter = 0.006 ft.

 $I_{x} = 0.00000000217 \text{ slugs-ft}^{2}$ 

 $I_{v} = 0.000000036421 \text{ slugs-ft}^2$ 

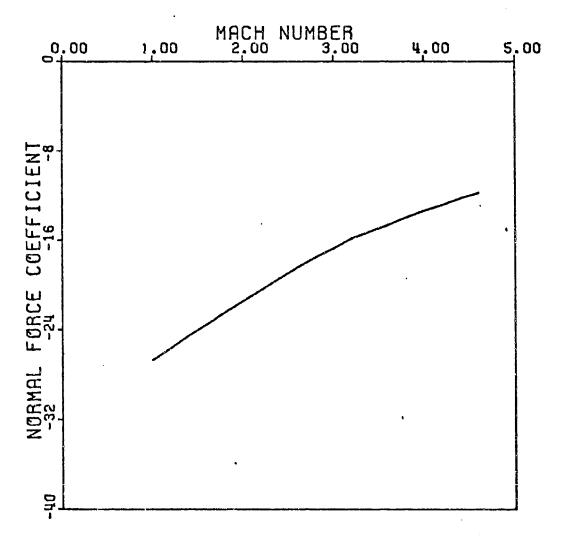


Figure A1-1. CZa vs Mach Number Producibility Ground Point

Figure A1-2. CMa vs Mach Number Producibility Ground Point

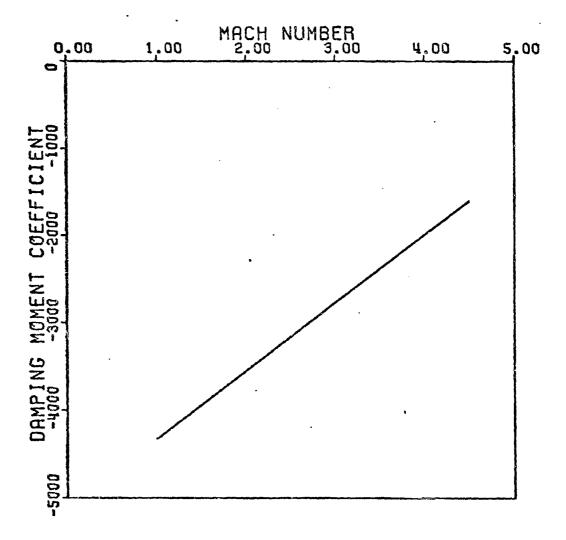


Figure Al-3. CMq + CMa vs Mach Number Producibility Ground Point

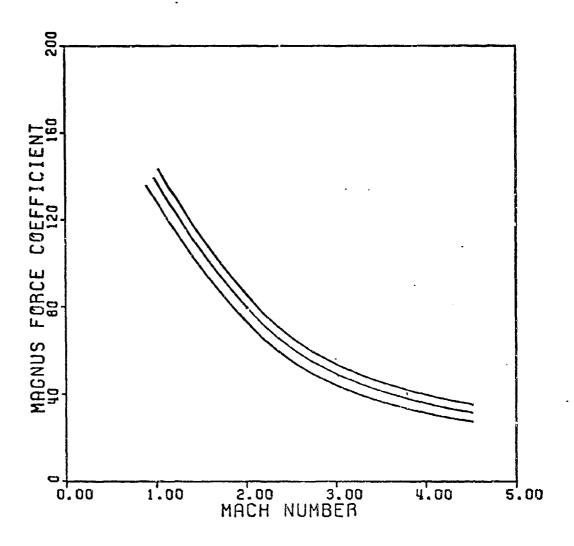


Figure Al-4. CZpb vs Mach Number Producibility Ground Point

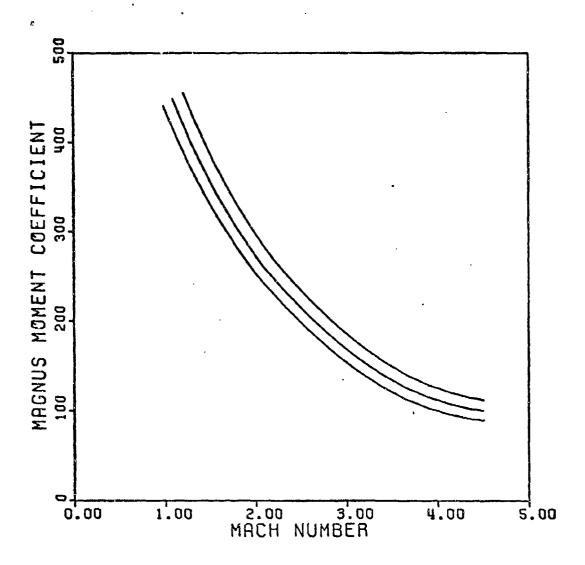


Figure Al-5. CMpb vs Mach Number Producibility Ground Point

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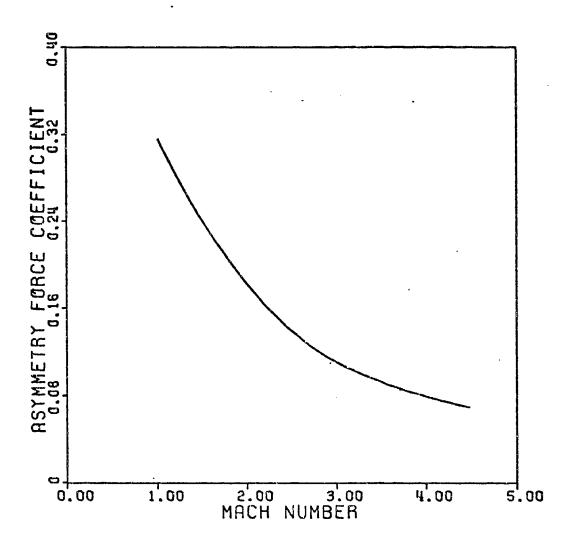


Figure Al-6. CYE, CZE vs Mach Number Producibility Ground Point

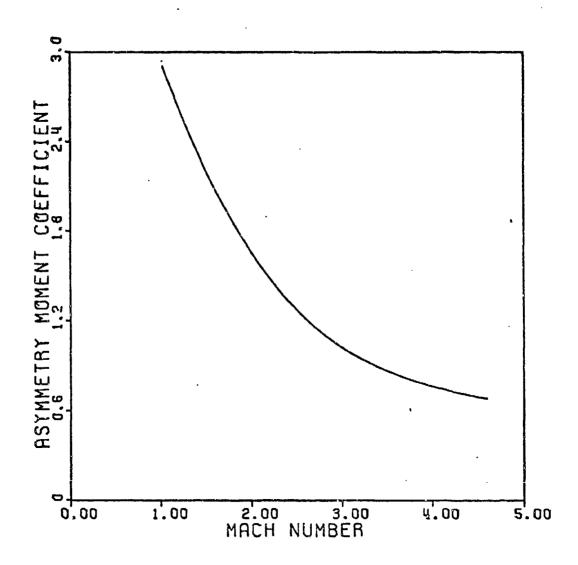


Figure A1-7. CME vs Mach Number Producibility Ground Point

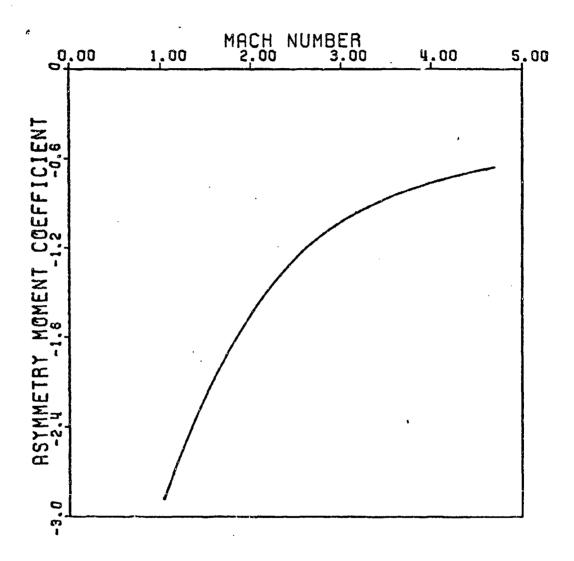


Figure A1-8. CNE vs Mach Number Producibility Ground Point

#### APPENDIX

#### A-2

Appendix A-2 contains the complete print-out of the results from a typical 6-D computer program run. The results give the time from launch, position coordinates x,y,z, velocity, roll rate, the magnitude of the complex angle of attack, Mach number, roll orientation angle, angles of pitch and yaw, nutation and precession damping factors, nutation and precession mode frequency rates, the gyroscopic stability factor, dynamic weight factor, and trim angle.

The program is divided into various subroutines to eliminate any superfluous calculations. These subroutines read in aerodynamic coefficients in tabular form as functions of Mach number and angle of attack, initialize the data, and integrate the six-degrees-of-freedom differential equations of motion using a four-step Runge-Kutta scheme to obtain the vehicle trajectory.

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FLECHETTE		<b>,</b> , , , , , , , , , , , , , , , , , ,	2 th C	0.0701	0,0732	60.000	0.0705	0.0706	0.0707	0.0703	0.0310	3.6711	5.5732	0.0759	0.000	0.0716	2.0717	0.0718	6170.0	0.0770	2000	22.04.0	0.0724	3.0725	3.072¢	0.0727	0.00	0.77.00	0.0731	2520.0	0.0733	3.0735	0.1738	3.4737	0.0739	0.01.30	1,0761	7.076	0.0743	0.0744	6.0745	0.0746	0.0747	94/0-0	; ; ;

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311 PERMIT FULLY LEGIDLE PRODUCTION

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### APPENDIX D

# FRANKFORD ARSENAL EXPERIMENTAL BALLISTICS FIRING PROGRAM OF FLECHETTES

During the spring and summer of 1974, eleven flechette firings were carried out in the Frankford Arsenal X-May Ballistic Range. The data was measured from the x-ray plates by Frankford Arsenal personnel and is given in Figure D-1.

The flechette used in this test is very similar to the flechette used in lot 3 of the previous test data. It is assumed that the C.G. and the axial and transverse moments are the same. The C.G. is 0.94 inches from the nose; the axial moment is 0.0107 grain in<sup>2</sup> and the transverse moment is 1.78 grain in<sup>2</sup>. It is also assumed that the average spin rate is 2750 rev/sec.

The coordinate axis for the target data is defined as having plot (0,0) coincident with the aim point as established with a laser.

Times of flight were obtained between the first x-ray station and the sixth x-ray station. The baseline for determining the velocity was then a variable where the distance was measured between the flechette C.G. at the first station and at the sixth station.

The data used in the ND analysis is given in Figure D-2. The horizontal and vertical angles for Round 17 are plotted in D-3. In the case of Round 17 and Rounds 35, 23, 21 and 25 the motion was nearly 1d and therefore reductions and analysis could be carried out. The motions, however, on the

other rounds were highly 2d and therefore computer fits were not possible. The results for Round 17 are presented herein in order to provide the reader with an example. Figure D-4 contains the original  $\alpha$ ,  $\beta$  data and the new data as determined by computer fit. The final  $\alpha$ ,  $\beta$  data is given in Figure D-5 which is used in the basic jump equation.

The trajectory data given in Figure D-1 is fitted on the computer with second degree, third degree and fourth degree polynomials as shown in Figure D-6. The third degree fit was used and a summary of the trajectory data is given in Figure D-7 which is also used in the basic jump equation.

Therefore, the  $\alpha$  and  $\beta$  data from Figure D-5 and the trajectory data from Figure D-7 is used with the basic jump equation to provide the results given in Figure D-8.

Figure L-8, therefore, is the final result of the firing program and the jump analysis which shows the agreement between the experimentally determined jump and the jump predicted from the translational ballistics motion parameters as determined in the Frankford Arsenal X-Ray Ballistics Range.

AGE VELOCITY = 49672 AGE VELOCITY = 49672 AGE VELOCITY = 4964 AGE VELOCITY = 4964	10 To 15 . 940 NOTES  10 10 11   The = 2031.4  10 21   The = 2031.	JUNE : 24 : 74	7.6			Figure	re D-1			
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### 136.5   10.0339   10.0399   10.0	2029.5  -1537 10.0356 -10.05  -1537 10.316.65  -1537 10.316.65  -1537 10.316.65  -1537 10.316.65  -1537 10.316.65  -1537 10.316.65  -1537 10.316.65  -1537 10.316.65  -1537 10.316.67  -1538 10.316.67  -1538 10.3	× 1	×				7704	1.6221	-2.3860	156.4353 .0001912
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## \$2029.5  ## \$2029.6  ## \$2020.6  ## \$20	2029.5	2	.0633	-,1537	33.0985	- 0000	-5.3931	,8609	-5.4606	172.9318 .020 .77.7
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YELOCITY = 4746, F1/SEC  23 TIME = 2032.7  24	# 4746, FT/SEC  PO32.7  PO32.7  PO32.7  PO33.2  PO46  PO48. FT/SEC  PO8. ANGLE  POR ANGL	9	*6264	-1110						
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- 1912 - 1678 - 1772 - 1774 -	2 - 1679 57.4623 - 0.253 - 1.4590 - 0.750 - 179.9656 2 - 1676 80.3243 - 0.158 - 0.346 - 0.780 - 1.2685 154.1847 0 - 1648 126.4914 - 1.822 - 1.4928 1.4928 1.5144 81.2546 * 4655. F1/55C	-	1640	1583	21.6919	9700	0734	0066	1266-	75,000 See 421
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- 1638	,	>	7	ERR	VERT ANGLE	HOR ANGLE	ABS ANGLE		67.01000
- 1938	¥	-		0108	7500*-	3910	3911	92,4375	
2031.1	0696	1538	10.8372	0769	-11156	1.2257	-1.6314	93.4665	
- 1917	2500	-1793	55.7173	0155	-,1293	2.8075	2.8123	87.6473	2853
= 4804, F1/SEC  = 4804, F1/SEC  = 4804, F1/SEC  = 1504  = 1504  = 1504, F1/SEC  = 1504  = 1504, F1/SEC  = 1504  = 1504, F1/SEC  = 1504  = 1504, F1/SEC  = 1504  = 1504, F1/SEC  = 1504  = 1504  = 1504, F1/SEC  = 1504  = 1504, F1/SEC  = 1504  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1504, F1/SEC  = 1501, F1/SEC	3594	1161	80-0789	67.13	1934	1.6753	1.6864	101 201	0912200
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2) THE = 1996.1	0677	'	11.3160	0155	6783	22.6.	-1-1900	126-1844	000000000
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# 1996al	1252	'	82,7313	0041	~•2680	1000	4114	-4.3984	.0018123
# 1996. FI/SEC  # 1996.1	2 11 12 1	•	106.0447	90400	5251	0261	.5258	-2.8748	7512200.
# 1996.1  # 1996	.7700	•	129.4/65						
TIME = 1996.1   X   X   Z   ERR   VERT ANGLE   HOR ANGLE   ABS									
X X Y Z Z ERR VERT ANGLE HOR ANGLE ABS	यां र	- 1						100	
VELUCITY # 4565, FI/SEC  TIME # 2031.8  TIME # 2031.8  Y  X  X  X  X  X  X  X  X  X  X  X  X	l			003	VERT ANGLE	HOR ANGLE	ABS ANGLE	מואפרוים	
11091486 11.6143 .0261 1.5107 .0515 .012415720144 2.6938 1.5972 .012415720249 3.3340 2.3342 .16.21628 1.597216312921 2.5983 .49500326 1.88.14211971 -2.8292 1.5983 .49500326 1.88.14211971 -2.8292 1.5983 .49500326 1.88.14211971 -2.8292 1.5983 .49500326 1.58.142119712921 1.4189 .49501666 1.1.14591635 2.1431 1.4189	*	<b>\</b>	2				1 44.14	74.877	3 .000 486
10.07	3	1686		.0261	1.5107	8189°	3,3240	35,3072	2 .000 SEG6
VELUCITY # 4865, FI/SEC  5 TIME = 2031.8  YEARS	*****	-1572	İ	910	2,507.50	2.342	3,9561	5456.5E	200 M
1287	16.01	<b>'</b>	57,3612	5400	1.3399	1.3983	1.9363	135 0067	2,44100
0898 105.25570898 105.25571871 -2.8295724104880326 128.1421 -2.829572410488054880326724104880568 11.34590656 11.34590656 11.34590656 2.1431 1.41890666 11.34590666 2.123600666	3.06		81.8297	16.35		.2987	2 4 1 7 2	157.570	18 2002191
VELUCITY = 4865, FI/SEC  5 TIME = 2031.8  Y	.6488		128-1421	1787-	-2,8295	-7261	-243693		
5 TIME = 2031.6  y	VELO	# 4865.							
5 TIME = 2031.6 Figure D-1 (continued)  K Y Z ERR VERI ANGLE ABS  K Y Z ERR VERI ANGLE ABS  K Y Z Z ERR VERI ANGLE ABS  K Y Z ERR VERI ANGLE ABS									
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J~	0050	8751.	33.4874	•0364	5.7425		6.1185	20.4976	
m + 1	.3561	-1145	81.4707	2910	4.2813	2.0130	4.7279	25.4419	32/18/00:
n o		\$53G*	127.5880	0529	-4.0700	6014	4.1477	-170-8303	
AVERAGE	VELOCITY &	4788. FT/SFC							
		1							
	r						•		
ROUND	25 1185 6 2	2030.1						-	
FILM	×	<b>&gt;</b>	Z	ERR	VERT ANGLE	HOR ANGLE	ABS ANGLE	DIRECTION	
0	1253	1501	10.9129	6343	1.6000	1.5046	1.7401	63,5253	
m 4	1336	1608	56.3469	0460	1,9755	5,6165	6-1386	72-1167	21019 000.
w 4	,5126 ,5126	-,0865	103.3855	1231	-, 7632	1.1622	1.1827	80.2229	
AVERAGE	VELOCITY = 4	4703. FT/SEC							
							•		
ROUND 2	22 TIME # 1	981.0							
FILE	*	٦	2	ERR	YERT ANGLE	HOR ANGLE	ABS ANGLE	DIRECTION	
	1164	1541	12.0050	.0208	5206	1123	-,5325	-169.7685	.0002124
N M	1890	1576	33,7631	.0128	0.00000. 0.00000.	9475	-1.3469	-135.6650 -162.1945	57 1 01 00.
4 U	.2767	2137	102.6321	0006	8122	-2.2402	-2,3826	-111.1919	03210100
9	565**	2498	123.7467	-01795	.1003	1.3582	1,3519	86,7690	5001200.
AVERAGE	AVERAGE VELOCITY = 4.	4701, F1/SEC							
POLINO	20 IINE = 20	2031.9							
FILX	×	,	2	ERR	VERT ANGLE	HOR ANGLE	ABS ANGLE	DIRECTION	
	0706	-,1522	10.9858	7110.	4859	3060	5742	32,5670	.coo:378
m 4	2396	2136	57.2682	0056	1.1981	-2.2065	2.5103	-62.2175	28792
5 4	.5145 .6307	-,1923 -,1588	105.9170	-,0222	-,5738	1.8329	5302	-136,3904 124,1322	1118100.
AVERAGE	AVERAGE VELOCITY = 41	4848, FT/SEC		Figure D-1	D-I (continued)	~			

Figure D-1 (continued)

		•		Figure D-1	)-1 (continued)	କ			
S CHUÓA	TIME =	2030.9							
FILM	×	>	7	ERR	VERT ANGLE	HOR ANGLE	ARS ANGLE	DIRECTION	•
-	6359	1429	11.9262	-0336	-1,3651	.5355	-1.4106	159,5169	2001000
~	-0712	-1516	33,3521	4150	-2.2015	.5321	-2.2647	168.3413	.0006776
	2307	1946	61.7539	-,0202	2.244B	ł	3.0894	43.9256	6010100
v	5390	-,2384	104,8275	0708	3.0944	25440	3.1417	-10-6767	8 22.20
•	•6706	2111	127,9104	- 0993	5°3*88	5CD7.	C*2013	935.66	0.1131/2:
AVERAGE VELOCITY	*	4796. FT/SEC							
			•				<u> </u>	;	
				ļ					
								•	

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# Figure D-2

# **R&D PARAMETERS**

d = 0.00587 ft.

m = 0.00004573 slugs

 $l_x = 0.000 000 000 330 \text{ slugs-ft}^2$ 

 $I_v = 0.000 \ 000 \ 054 \ 883 \ slugs-ft^2$ 

p = 17279 rad/sec

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Figure D-3

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Figure, 4 (continued)														
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	80	, 82,5778	57.0554	46.5012	34.4039	21.2996	7.7478	-5.6915	-18.4833						-58.9152			-48,4053		-32.1567	-22.3038	-11.8619	2	6	•	7.2	4.44	•	•	45,7529	•	43,9335	
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Table D-8

DISPERSION ANALYSIS

	) sion		miis	0.2657	0.1472	0.0918	0.2427	0.1364	0.0442	0.0297	0.1352	0.0099	0.1806	0.0344	0.0206	0.2163	0.1379	0.0408	0.1594	0.0658	0.0076	0. 1089	0.1003
	6-1) Dispersion		mils	-0.087 +0.251i	-0.019 +0.146	0.032-	0.091-	-0.098 -0.086i	-0.035 -0.027i	0.022+ 0.020i	0.106+ 0.084i	-0.007	0.170+	0.005+	0.019+	-0.201	-0. i37	-0.040 -0.008i	0.1544	-0.027 +0.060i	-0.007 +0.003i	0.043- 0.100i	0.050-
	rd ion		mils		0.3739	•		:	1	0.0955	<b></b>		·	0.2049	···	-		0.1534	<u> </u>		رة الم	3	
i	Frankford Dispersion	0 0+							0.0667+	0.06831		:	0.1900+	0.07671			0,0450+ 7	0.14671			0.1675+	0.0150i	
	<del></del>	√°°	(rad/sec)	65.6- 198.2i	21.3-	- 30.1 + 91.0i	- 57.8 +174.6i	73.6+ 73.6i	34.5+ 34.5i	- 19.7 - 19.7i	- 64.1 - 64.1i	0.9- 29.2i	1.4-	1.2-	- 0.2 - 5.1i	174, 1+ 54.6i			- 104.6 - 32.8i	10.1- 56.9i	- 1.9+ 10.61	- 12.7 + 71.81	- 14.2 + 80.51
(tet)		\0°	(gəp)	0.7352- 2.2214i	3, 37081	1.6569- 5.0065i	0.5829-	1.1027+ 1.10281	2.3922+ 2.3925i	2.5669+ 2.5672i	1.5643+	-0.0187	0.0085-	0.0403-	0.0574-	1.6128+	4.8205+	5.8206+ 1.8247i	4,4261+	0.2731-	0.3742- 2.1193i	0. 1959- 1. 1094i	-0.1344 +0.76141
(127 ft. Target)		N <sub>O</sub>	(tt/scc)	0.029610+ 0.003580i	0.031600-	0.032925-	0.033586- 0.016516i	0.029123-	0.030624- 0.001223i	0.031733- 0,002633i	0.032451+ 0.006737i	0.030700+ 0.000724i	0.030350- 0.001001i	0.030175-	0.030176- 0.000948i	0.0184194	0.028081+	0.034550+	0.0378274	0.031137+ 0.022960i	0.031503- 0.004020i	0.031500-	0.031129- 0.004780i
	Initial Conditions	\s^0	(tr)	-0.006208 -0.011455i	0.006056- 0.012536i	0.018983- 0.017300i	0.032308-	-0.009130 -0.012263i	0.002832-	0.015317-	0.028167-	-0.009095	0.003109-	0.015208-	0.027273-	-0.010197 -0.012496i	-0.000791 -0.0122411	0.011842-	0.026424-	-0.009245	0.003296-	0.015908-	0.028446- 0.016681i
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